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The Autocar

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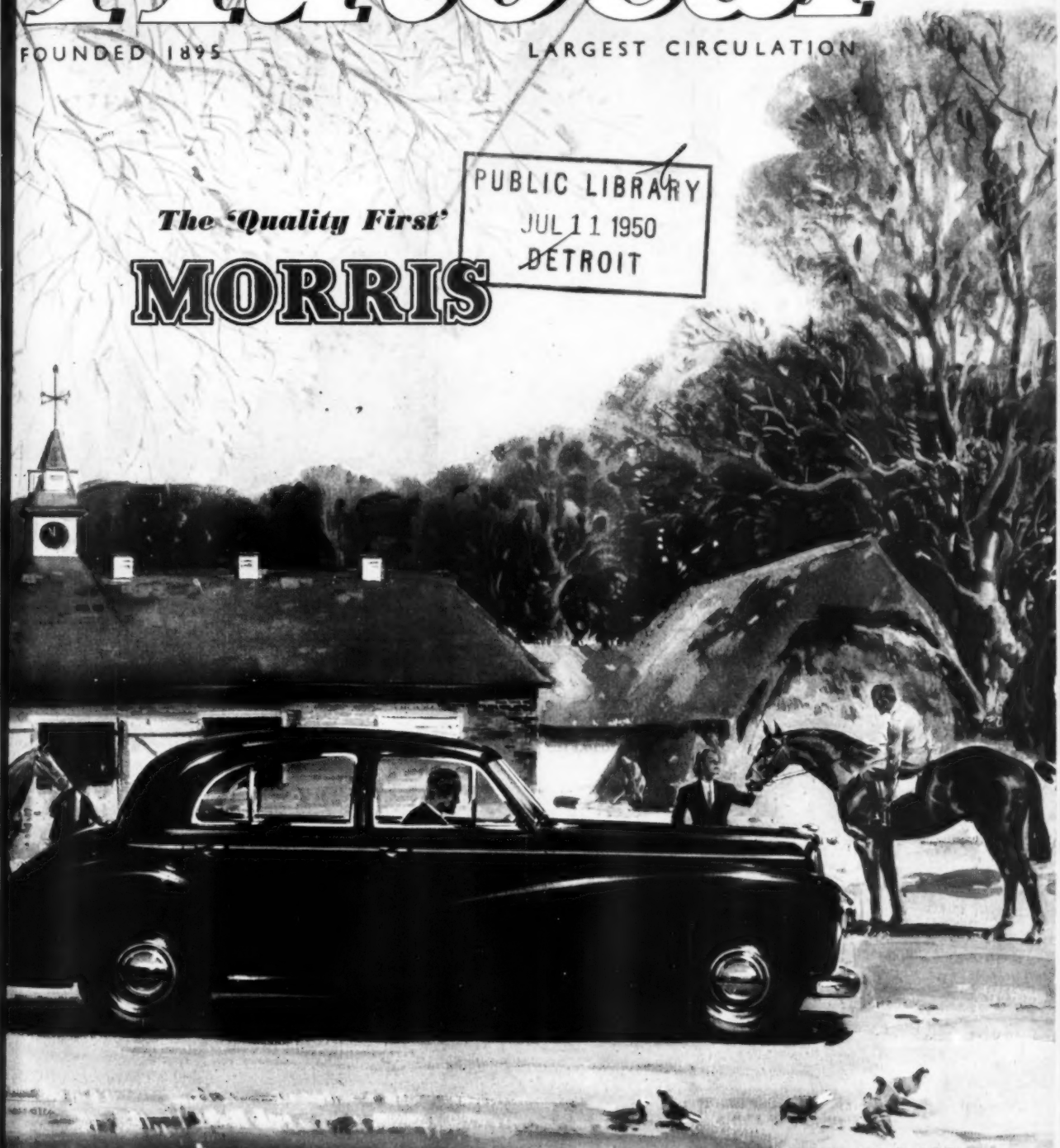

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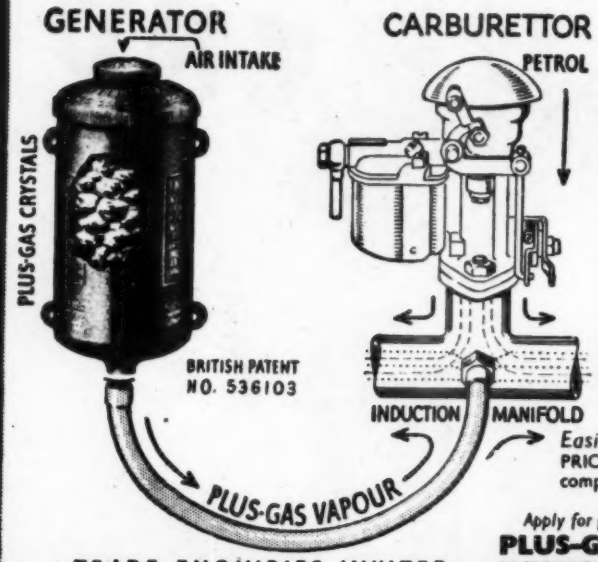

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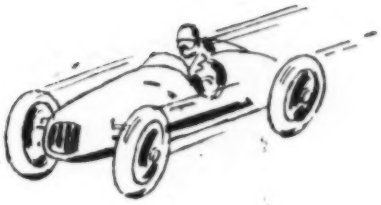

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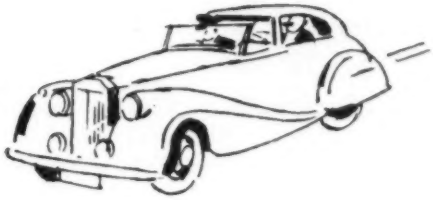

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OUTLOOK will be **FINA**

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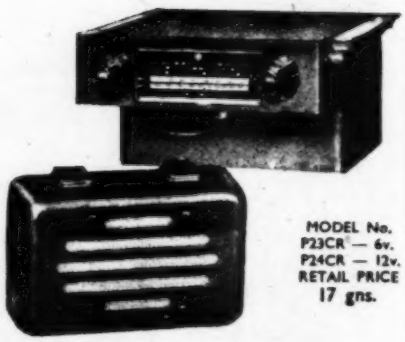

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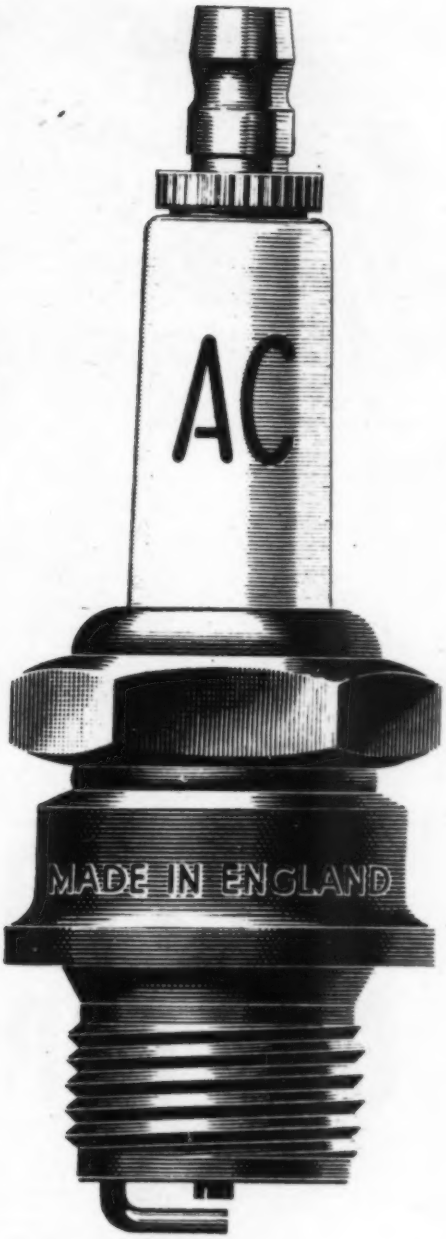

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Unexcelled in its power of lubrication, New Mobiloil is also detergent, safely removing harmful deposits that cause accelerated wear and tear and loss of power.

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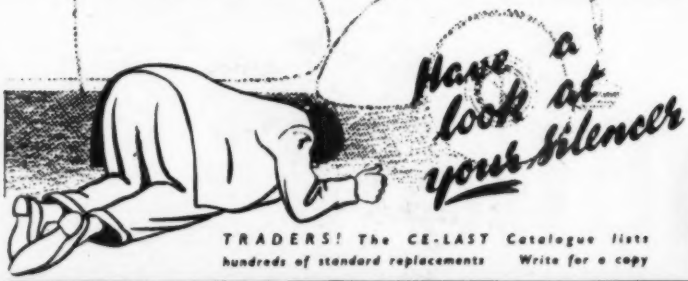

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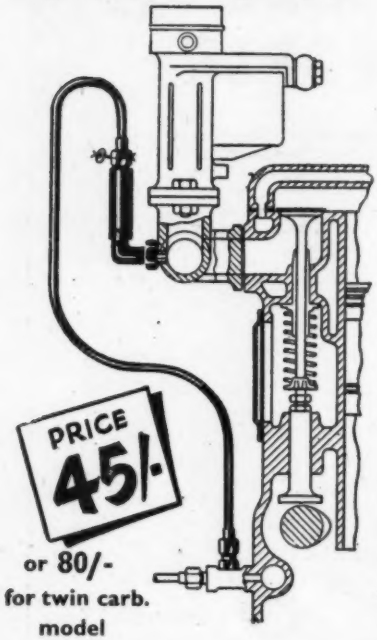

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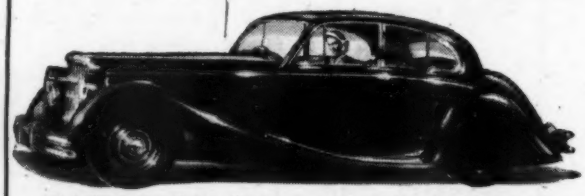

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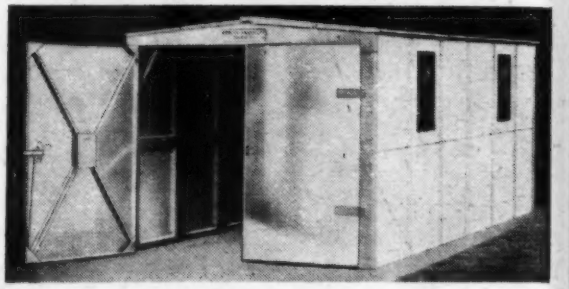

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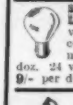

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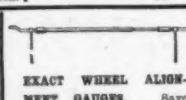

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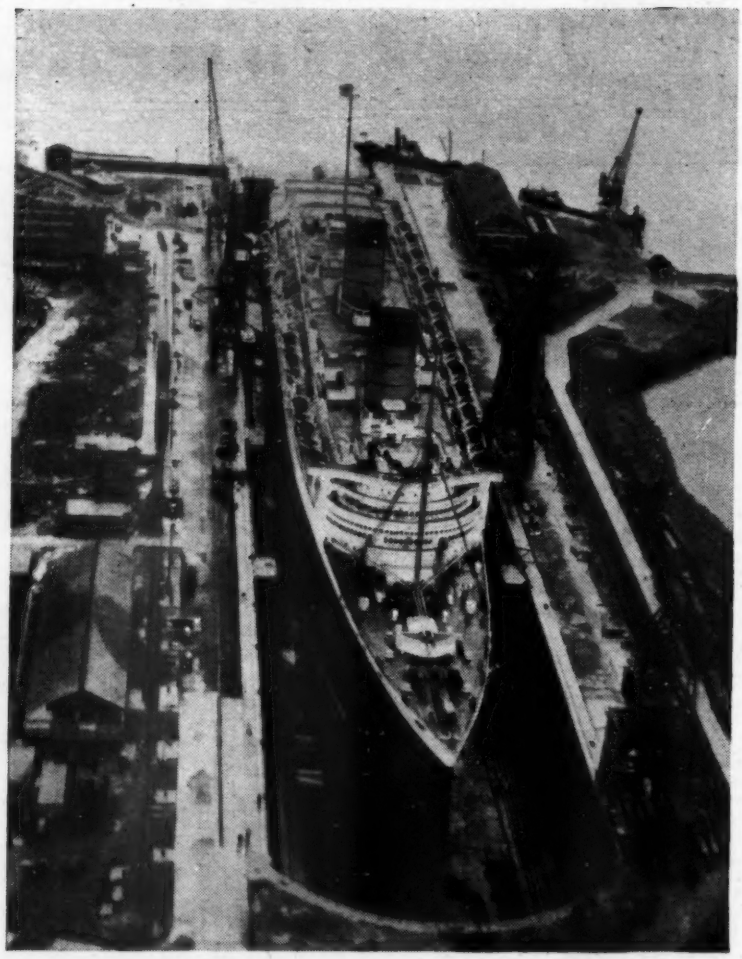

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Publishers:
ILIFFE & SONS Ltd.

Editorial, Advertising and Publishing Offices:
DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.
Telegrams: Autocars, Sedist, London.
Telephone: Waterloo 3333 (60 lines).

BRANCH OFFICES:

COVENTRY
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U.S.A. and Canada: $8.00.
BY AIR to any country in Europe (except Poland) £4 17s. 6d.
(At present subscriptions can be accepted only for overseas.)

In This Issue

Motoring in Moscow .. 704
Disconnected Jottings .. 706
Service Viewpoint .. 708
New D.K.W. for Western Zone 709
British Army Replaces the Jeep 710
BRITISH EMPIRE TROPHY: Full Report 712
Out of Town: Border By-pass 714
Repeat Performance .. 716
Bugatti O.C. Silverstone Meeting 718
Correspondence 719
Readers' Service 721
Belgian Grand Prix: Full Report 722
The Sport 724

The Autocar
FOUNDED 1895

No. 2851 FRIDAY, JUNE 23, 1950 Vol. XCV

Post-rationing Week-ends

NORMALLY we would not subscribe to the tales of bad driving by others which relaxations of petrol rationing have evoked, but the experience of recent week-ends unhappily confirms the poor standards. Queue conditions and middle-of-the-road meandering are back, and, more seriously, some drivers seem completely out of tune with modern speeds. It is important that motorists should remember that cruising speeds on the open road have gone up appreciably since 1939.

The inability to do so is most frequently observed in the driver emerging from the minor road. To the surprise of those on the major road, he looks both ways, observes an approaching car, but none the less enters the major road, to be shocked by the suddenness with which the main-road car is upon him; this is a typical instance of speed misjudgment. Another is the length of time which it takes a slowly moving car to haul over in order that a follower may overtake.

For the time being the remedy—to be applied particularly at week-ends—is a reduction of cruising speed on the part of those who have been able to drive consistently throughout the period of rationing. They may well be sceptical of the increase in cruising speeds, but its impact on them has been gradual, extending over the five years since the war. It is there, however, as can be seen from published figures. Likewise, patience must be exercised towards those who are once more conditioning themselves to unrestricted driving. For some time they will tend to drive much more slowly than they need, which is all to the good; but as the mileage increases their speeds will, in most cases, go up proportionately. The parallel is provided for the experienced driver by his reactions on taking over a strange car. For the first mile or two 50 m.p.h. may seem quite fast; after he has got the feel of the car another 20 m.p.h. will evoke no extra concern.

None the less, higher standards of judgment are necessary at higher speeds. The fastest drivers must remember that, as they must also give others time to acquire them. And those who are driving really old cars will do well to remember the mechanical stress involved in high speed.

Triangle Obscurity

WHILE the confusion over the legality of the inverted triangle in the Halt sign is to be regretted, it is difficult to understand the satisfaction evinced by many motorists at the fact that the international position of the triangle has been found to lack precise legal backing; this position is being remedied.

We cannot too strongly emphasize that the Halt sign, in the opinion of this journal, is one of the most important in use today, and it is in the interest of every motorist that the sign should be observed. Moreover, it is equally important that the halt should be complete, for that is the only guarantee that an actual pause will ensue in the car's progress long enough for the driver to look both ways before proceeding.

The frequent non-observance of this sign is a criticism of motorists, and provides fuel for those who kindle the flames of antagonism between road users. And arguments as to the legality of the triangle position, or the precise meaning of the word halt, show a degree of irresponsibility that must be deplored. In only two respects are such signs open to criticism, one where the white line is badly positioned for visibility of the major road, and the second by their presence at junctions where a slight layout improvement would render them unnecessary.

The long list of offenders against this sign—not by any means composed solely of motorists—is a source of shame to those who plead the responsibility of road users as regards safety, and the penalties, which might well be heavier, inspire no compassion. This sign should be respected.

Moscow's finest street, Gorki Street, where it runs into the Leningrad Chaussée.

MOTORING IN RUSSIA

EXPERIENCES IN AND AROUND THE SOVIET CAPITAL

By Ralph Poston

THE International Driving Permit is a wonderful thing and gives great confidence, but I wonder how many holiday drivers have looked into it closely? Those who have may be surprised to find that there is only one very small paragraph on the inside of the front cover explaining in English the purpose of the booklet, and that there is no explanation in any other language. There are, indeed, some 26 pages bearing text in more or less exotic languages, which on closer examination turn out to be blank forms for the authority of the foreign land concerned to forbid the holder to drive in his territory.

I confess that I had never spotted this until I acquired an international permit in order to drive in Moscow, and then it came as rather a shock. The Moscow militiaman is not noted for his high intellect and does not generally know a word of any language but his own; in view of the fact that my knowledge of his language was "nil plus," and that I should not be able to explain the licence if stopped, the blank prohibition in Russian on page 25 would obviously be an irresistible temptation to him.

Two courses occurred to me to avoid this predicament. One was to have a little piece typed out in Russian explaining the licence and my importance, which could be stuck into the permit; the other, not quite so easy, to avoid encounters with the militia.

Of course, another way out of the difficulty would have been to take out a local licence, but this my lazy nature shirked. Acquiring a driving licence in Moscow is vastly more complicated than in this country. First you have to undergo a thorough medical examination, then, having learned a long and complicated highway code by heart—in comparison with which ours is child's play—you are examined with the aid of models on a sand-table. If you pass this test, you are put through a driving test on the road, and I believe that nowadays you are also given a test on the mechanics.

If you jump all those hurdles you are at last given a licence, which contains three "tickets," one of which is taken away for each contravention of the law until, with the loss of the third, you find yourself debarred from driving.

Ears, Eyes and Head

In a spirit of optimism I started off on this licence hunt with my wife, who was also ambitious to drive in Moscow. The first step, the medical, was not without its humour. As I have said, my Russian was next to nil and therefore when an ear doctor said, "I am closing one of your ears and shall whisper words which you will repeat," I was in a fog. Rather petulantly I exclaimed after listening for a couple of the words which meant nothing to me, "It's no good, George, I couldn't repeat them if you shouted them," and to my relief he understood and turned to German numerals, which I could deal with. Then came the sight-testing gentleman. I always have hated those boards with their muzzy letters, and to have to recognize them in Russian and give them Russian names was almost more than I could bear. However, I managed that, as well as the colour-blindness test, which had caught out one of my Embassy colleagues who had been a wartime Wellington pilot!

An elderly female doctor finished off the ordeal with a general examination in which it was hard not be insulted by her question, "Is he all right in the head?" and I emerged clutching my certificate of medical fitness.

Next, I started trying to learn my highway code. First I tried to use it as a textbook for my Russian lessons, but as the teacher did not know the English terms for the technical phrases, and we were both foxed by the diagrams, that was not much good. Then I got a kind friend to translate the essential passages and started again. But there never seemed to be enough time to get down to it and, although my application for examination had been sent in and my three photographs submitted, I put off and put off the ordeal. Really I think I resented having to bother with the whole rigmarole; after all, I had driven for twenty years and in ten different countries without ever falling foul of the police, so why should I? Anyhow, after months I discovered that, theoretically, international permits are valid in the Soviet Union. An obliging A.A. was appealed to, and I was armed with this linguistic masterpiece (my wife, I might add, persevered and got her licence without the help of an interpreter!).

Country Runs

The real object of getting a licence was to drive out into the country where, in common with everyone who can manage it, we had secured a wooden house—a so-called *dacha*—in which to escape the heat, dust and flies of the Moscow summer. A friend and I had acquired an ancient Army staff car, a Ford, from the Embassy scrap-heap, and this we used for the daily twelve-mile run out of town. It was a grand car to drive, and the fact that the steering was by psychic bidding, braking an act of faith, and the engine given to stalling in traffic when cold, merely added to the fun.

When you first drive in Moscow streets it is a terrifying experience. Luckily I had been driven for about a year before I tried myself and so I knew most of the tricks. For instance, I was no longer frightened when I saw the left-hand front door of a car open when it was in full flight. I knew that the passenger was not going to commit suicide and that it was just the driver signalling that he was going to turn left. Similarly, I had learned to spot the road signs. These are more or less standard international signs and are easier to understand than some of the crazy ideas we have to suffer in London; for instance, "No Parking" is a barred P, not a dab of coloured paint which might equally well indicate the presence of gas or infectious disease. But the signs are usually hung high up on the trolley bus or tram overhead wires, where they are not easy to see if you are a tall man with your eyes level with the top of the windscreen, especially if the signs are dancing in the breeze.

Then, too, at practically every intersection there is a militiaman doing very smart baton drill, in addition to the lights, and you take your time from him (another militiaman controls the light from a box).

You drive on the right, of course, and you have to get to know at which cross roads you may turn to the left. On the big ring boulevard you are never allowed to do so; you have to go over the crossing, drive on for a couple of hundred yards till you see a sign with a curved arrow, and there you turn in a sweep in the middle of the road, returning the way you have come till you get to the crossing and turn right. It seems complicated, but works quite well in practice. Similarly if you wish to turn to the right at a crossing, you may infiltrate against the red light, providing that you are not inconveniencing pedestrians. But you have to watch out that you are in the right traffic line for the operation you want to perform, or Heaven help you!

The general speed limit is 50 kilometres (31 miles) per hour, but there are many places where signs indicate a 15-kilometre (9-mile) limit, which is anyhow required "when passing processions, columns, and where crowds of pedestrians are in the roadway." If you exceed the limit the odds are that you will be gonged by a speed cop on a Harley-Davidson (the standard militia machine). The one set of people who never get gonged are the big boys from the Kremlin. When they come along in their bullet-proof Packard-pattern ZIS, with a saloon-load of MVD security troops following, everything stops for tea. They zoom down the area in the middle of the road, normally prohibited to traffic, the militiamen go mad and all lights go in their favour. You do your best to fade into the background.

The biggest natural hazard is provided by the pedestrians. According to the rules they should cross major streets only at marked crossings and can be fined on the spot for disobeying, but it is obvious that the habit of the peasant from the open steppes dies hard. Throughout the town hundreds of militiamen walk up and down whistling at each offender they see—I once counted ten whistlers in the quarter-mile of street I could see from my flat—but usually while the officer is occupied with one offender another slips across behind his back. All this does not help the motorist very much, for it is laid down that if he hits a pedestrian it is his fault.

Another thing which can get the driver into trouble is the state of his car. The Russians are madly keen on "culture" (often what we might call "respectability"), a trait easily understandable in a nation only now emerging from a peasant way of life, and in the term "culture" is included the cleanliness of cars. I several times suffered the indignity of being pulled up in a near-new official Humber because in the depths of winter it had snow frozen to it after standing out all night. And it is a common sight just outside the Moscow city boundaries to see lorries coming from the country pulled up by a ditch while the drivers use the water to give them a hasty toilet. The fact that the drivers are filthy dirty, greasy and almost certainly verminous does not matter a jot.

You can also be hauled up for mechanical defects, and I have seen cars stopped for emitting too much exhaust smoke. The authorities are fussy about the cars they allow on the road, and Jeeps are considered so "uncultured" that they are not licensed, as a friend of mine discovered after he had bought one. There are few genuinely privately owned cars, and those one sees about generally belong to an organization or firm. King of Soviet cars is the ZIS ("Factory in the Name of Stalin"), a good copy of an American car selling at an astronomical figure. Probably the most-seen car is a utility saloon B.M.W., an apparently sound example of that excellent make delivered from Germany as reparations. Then, too, there are the cars of every make taken from Germany and varying in stages of decay. These vary from Horch and Mercedes, with an occasional 12-cylinder Maybach, to rattletrap Opels and Wanderers. A Russian version of the small Opel, called the Moskwich, is a rather tinny car which, together with its younger brother the Pobieda, is appearing in increasing numbers and bids fair to oust the purely German cars from first place. But it is interesting that in spite of all Soviet claims for their engineering there is not one single genuinely Soviet car of original design.

"The roads outside the city are narrow and bumpy." The highway at Zagorsk, 70 miles from Moscow.

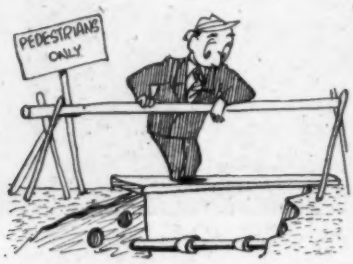
The normal makes of car can get about quite well on the main roads. Those inside Moscow radiate from the Kremlin like spokes of a wheel, linked by two circular boulevards which make it very easy to get from one point to another in the city. These roads are, on the whole, very well kept and are largely closed to lorry traffic, horses and cycles. But get on to the side roads and your springs have a pretty endurance test. There are few pneumatic drills about and most of the breaking-up of old surface is done by pairs of hefty young women armed with cold chisel and sledge-hammer. The result is that repairs take some time, and on some roads the traffic resembles the field in a ladies' race at a point-to-point going for the first fence as drivers weave their way round the potholes. And apart from a couple of big highways out of Moscow the roads outside the city are narrow and bumpy. Add lorry drivers who are nothing if not temperamental, and inclined to slalom racing, and who at night turn out all their lights when they meet you, and you may guess that driving around Moscow is not a very attractive sport. So perhaps it does not matter that foreign diplomats are not allowed to pass a thirty-mile limit without a special police permit!

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Festival

AS a glance at this journal's address will show, The Scribe is frequently forced to traverse the affected area of the 1951 Festival of Britain. Now whether the Festival should or should not be held is not motoring business, but the unholy disruption of traffic in this area is. It has to be experienced to be believed. Pedestrians must pick their way over plank bridges spanning holes in the road, motorists gyrate dizzily first one way and then the other, depending on which section of the road is affected, and only a cynical amusement can be gained from the spectacle of new tram lines being laid at the south end of Westminster Bridge at a time when a tramways spokesman has stated that it is impossible to keep the trams on the road any longer as they are literally worn out. All this and ballyhoo in the hope that we shall attract foreign business, which has always been attracted so far by the British



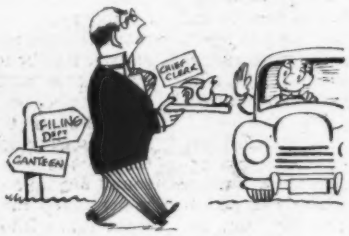
Over plank bridges.

Industries Fair, and not by high jinks on the South Bank and fun fairs in Battersea Park. Profits? Not judging from the average exhibition of this type; they have all made losses.

✦ ✦ ✦

Gallon into Gill

WHAT traffic life will be like when the Festival opens I hesitate to think. The Scribe is a claustrophobe, which explains his detestation of London tube trains, and he was also present in a cinema in Harlem when a scream at the back was mistaken for a cry of fire. The situation at the moment was very revealing of the effect of panic on thousands of people in a confined space, and your contributor was grateful for one or two dark-skinned stalwarts who took charge and prevented pandemonium. The South Bank is a very confined space, and not only claustrophobes have pointed out the danger of bringing too many people into an already overcrowded area.



Sanctity.

Good From Evil

THE only good feature about the traffic chaos is that it has reopened Belvedere Road. Now Belvedere Road is comparatively insignificant as roads go, but it was closed as a result of pressure from the L.C.C., which is housed in blocks on either side of the road and apparently wished the road to become a private courtyard to County Hall. At the public inquiry this was strenuously opposed, but the balance appeared to be swayed towards closure by the evidence of the police to the effect that the use of Belvedere Road complicated matters at a main road crossing a few yards to the south. Belvedere Road was therefore closed, and its sanctity was broken only by L.C.C. figures bearing filing baskets, memos and cups of tea to and fro across its cloistered seclusion. Whenever I rumble down Belvedere Road in a bus I am conscious of a fierce triumph and a burning desire that somehow or other this road shall be reopened to traffic when the dust of the Festival has settled. The closure of a thoroughfare in crowded London through the efforts of a body like the L.C.C. brings out the rebel in me.

✦ ✦ ✦

Knight Errant

USED to hard knocks from his readers, The Scribe frankly rejoices to recount the contents of a letter from a lady, bless her, who not only thanks me for having read it, but also confesses that she was very nervous writing it. Would I, she asks, consider reminding those who have empty seats in cars to include sometimes an elderly or infirm passenger, "thus giving much pleasure to those who are past 'gadding about' . . . A gentle hint from you might make someone remember Aunt Fanny who is a little lame, or Uncle Tom who can't walk far . . ."

Yes, indeed, and I hope her confidence in the influence of these notes is not misplaced. Let us never forget that as the sun approaches the horizon of life, travel is frequently only possible in the car, with its door-to-door potentialities. "For those who really don't know anyone," my correspondent points out, "the Vicar or the W.V.S. would be only too glad to introduce someone who would derive much pleasure from a ride."

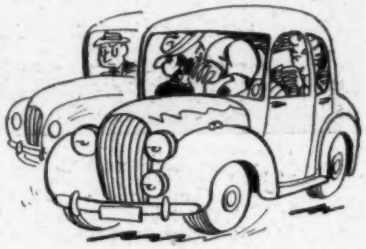
She and her husband, who have been doing this for years, maintain that they have always been amply repaid for any trouble they may have taken when they see how contented and relaxed their guests are, and how they enjoy the scenery.

We *ought* not to need this reminder

✦ ✦ ✦

No Comment

I FOLLOWED a car the other Sunday night awaiting the opportunity to overtake. The driver knew that I was behind him, as I had drawn out twice and switched on my head lamps (it was dusk), only to be driven back by cars coming within sight ahead. During the few minutes that I tailed him one of the infants aboard decided to climb over from the back seat to the front. It did so, heaved by mother and assisted by father, whose head and shoulders were



Temporarily lost . . .

temporarily lost in a welter of infant arms and legs. What happened to the car during this exhibition of driving idiocy I need not relate, nor need I speculate on what might have happened to any innocent cyclist pedalling his way home in the dusk. I was very glad to show a clean pair of back wheels to this example of the "family man."

✦ ✦ ✦

Roll On, Radar

LIKE many drivers of the senior division, I have sometimes lamented the spread of automatic devices to carry out work, in particular gear changing, which one regards as fun; one feels capable of doing without the great expenditure for such devices. But incidents like that recounted above make one feel that the entirely automatic car, controlled by radar, gyroscopic mechanical pilots, and running on stout guide rails, would bring blessings!

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The Lord Mayor's Show . . . . . the bands, the tableaux . . . . .
winding through the crowded City streets . . . . . and now the climax, the Lord Mayor's coach . . . . .
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NEWS and VIEWS

Foreign Travel Allowance

THE extra allowance of foreign currency for motorists touring abroad has been increased from £10 to £15, the increase being effective from Wednesday, June 21.

April Output

NEW cars manufactured in April showed a sharp reduction in number over the five-week month of March (51,020) with 38,314. The comparison with the four-week months of February (40,694) and January (39,657) is, however, less odious. Of the total, 29,776 were for export (about 77 per cent).

F.M.I. Contest

DESPITE rain throughout the day—after days of sunshine—the Stoke Poges golf meeting of the Fellowship of the Motor Industry was successful, owing to the support of members who rallied for the afternoon foursomes after a waterlogged round in the morning. Mrs. James Allday, wife of the president, presented the prizes.

Radio-controlled Breakdown Service

THE Automobile Association introduced a new development in its breakdown service in Birmingham and district on June 15, on the lines that have already proved so efficient in London. Two-way radio telephony between Fanum House, Hagley Road, and the breakdown vehicle, which maintains a 24-hour service, has been installed and will enable greater flexibility and speed in the operation of the service to be given to A.A. members whose vehicles break down at night. In 163 days since the 24-hour service was inaugurated, 830 breakdowns have been dealt with.

Excellent Road Book

WITH the publication of the *A.A. Road Book of England and Wales* the publishing reputation of that organization is notched up still farther, for the Road Book is a magnificent production. Key maps provide route numbers, every item of information that could be needed is quoted in the published routes, and individual entries for all places encountered can be further studied for additional information. Town plans—for which the A.A. has always been noted—are freely interspersed, and elsewhere in the book can be found essays and hints on what to see and where to go.

This is a touring companion, and a "must" for the regular traveller, and those whose car facia compartment is too small to take the volume (10in x 7½in) will none the less not begrudge it space on the seats. The price is 15s, and the book is available (to members only) from the A.A. at Fanum House, New Coventry Street, London, W.1, postage free. The reviewer must not forget to mention the mileage chart on the inside back cover—a most useful item for the armchair preparation for tomorrow's run. All the maps are admirable, and an imaginative touch is the permanent book-mark on which notes can be made that are easily erasable.

Road Numbering to Go?

THE possibility that the numbering of roads might be changed was hinted by the Minister of Transport in the House last week. It occurred during a brief discussion on London traffic plans. Brigadier Medlicott, who initiated it, declared that transport congestion in London had reached strangulation point. The Government were only tinkering with the problem.

Mr. Barnes, the Minister of Transport, speaking as a practical motorist, confessed to some sympathy with the objection to the road number principle. In dealing with the British public it was often found that however desirable the purpose might be they just would not follow the direction. The average motorist did not drive on the map. "We may have to re-examine that problem," said the Minister.

They were just compiling a sign posting system from Dover to the centre of London. He had definitely associated himself with the Minister of Town and Country Planning in deciding that the A ring route was not a practical proposition. If it could have been done relatively quickly it would have made a great contribution to the traffic problem, but its completion seemed so far in the future that the retention of the idea did not appear to be justified. Some of the schemes to enable traffic to move with greater freedom in and out of London had been determined and only awaited the necessary funds.

There has been no change in the position with regard to the withdrawal of overtime working by a section of the printing industry. A slight reduction in the number of pages in *The Autocar* accordingly continues to be unavoidable. All journals printed in London are similarly affected to a greater or lesser extent, but journals printed in the provinces are not affected.

R. P. Gordon-Jones

READERS of this journal will join with its Editors and staff in mourning the death of R. P. Gordon-Jones, whose technical articles have many times appeared in these pages. Roderic Gordon-Jones was the unusual combination of engineer and writer, for his theses—notably on combustion and its allied aspects—had a clarity of expression that enabled the most complicated phenomena to be easily understood by the layman in such matters. His ability was backed by a modest charm, and only the illness which eventually claimed him prevented more of his articles from reaching readers of *The Autocar*.

He had had a long career in engineering, being at various times technical assistant in the aero-engine experimental test department of Armstrong Siddeley's, technical observer in the experimental test department of Bristol's, and designer for the engine section of the Gordano company of Bristol. He died suddenly on June 18.

PETROL TAX STAYS

THE first all-night sitting of the House of Commons in this Parliament was largely occupied with consideration of the increased petrol tax, and its effect on the cost of living. An Opposition amendment to abolish the extra 9d duty was eventually defeated by 302 votes to 288, a Government majority of 14.

In moving the amendment Mr. Lyttelton (Conservative) said that this country was the most highly taxed in the Commonwealth in the matter of petrol. Where relief from taxation was necessary it must be obtained by economy in Government expenditure. There were massive trade reasons which made the tax thoroughly unsound. The increased tax would particularly hit the middle classes and the whole of the population who travelled to work would find the cost of doing so greatly increased. The anti-motoring policy of the Government had always persisted He thought it arose originally from the view that the motor car belonged to the privileged few and that therefore to be anti-motorist was to be a good Socialist!

Mr. Gaitskell, the Minister of State for Economic Affairs, who made the main Government reply, defended the tax, the purpose of which, he said, was to "raise the wind" to provide the necessary finance to enable the promised income tax reductions to be made. It had been suggested that now that petrol was derationed this increase in duty was no longer necessary. The effect of the amendment would be to reduce the increased revenue of £68,500,000 from petrol, plus the further £20,000,00 expected to be received as a result of derationing, to approximately £10,000,000. In addition, the Treasury expected over £3,500,000 from licence duties following the derationing of petrol, so that the net effect of derationing should be some £23,500,000 more in revenue. The greater part of this sum would be absorbed by changes already announced. The Opposition must face up to the fact that the tax on petrol had been increased to find the money for the income tax reductions. In relation to the petrol tax, income tax had become too high.

The Chancellor said that the tax would have no effect on the relationship between road and rail transport. If he had intended such an effect it would have been necessary to put a real tax of perhaps 3s to 5s on petrol to get a big enough difference to influence traffic. That was not the object of the tax. Since the tax was introduced it had been possible very much to reduce the dollar content of the extra petrol. Therefore the argument on dollars was not so strong, but it was still a valid argument that petrol was an article which on the whole they desired not to be used more than necessary in Britain. It was not the Government's policy to raise the cost of living. That might be the effect of a tax, but it was not the purpose

These notes are a further selection giving the point of view of the retailer and service station manager. They appear from time to time, and form an admirable balance for the frequent complaints regarding service that motorists make. Previous articles have appeared on October 21, November 18, December 9, 1949, January 6, February 10 and March 24, 1950

Service Viewpoint

COMMENTS FROM THE OTHER SIDE OF THE PETROL PUMP

Wrong Both Ways

THE phrase "the customer is always right" is particularly true of the motor trade. Conversely, we on the other side of the petrol pump are always wrong and the consequences of our errors are apt to be much more serious than in most trades. If my wife goes into a shop to buy a hat she is quite likely to condemn a proffered specimen as being impossible; the well-trained sales girl will tactfully agree that the hat doesn't quite suit modom's style, while secretly thinking that modom is a fool not to buy it, and no harm is done. But it is not so easy for us to confirm the customer's rectitude without suffering for it.

What lands us in trouble is trying to think for our customers, as we so often must. For example, a customer leaves his car with us in the morning with instructions to carry out certain repairs or adjustments and to park the car in the railway station yard when we close as he is going up to town for the day and returning on the last train. While work is in progress we discover that a satisfactory job cannot be completed without further expensive repairs for which we have no mandate. We cannot possibly make contact with the customer, and we cannot leave him stranded at the station with no car to get home in; if we carry out the additional repairs without authority we shall be wrong when the customer gets the bill; if we don't we shall be wrong for not doing the job properly.

Legally Permitted

SEVERAL chapters of a book have been written on the subject of the legal aspects of repair instructions and other contractual relationships between motorists and garages but, perhaps fortunately for us, the average motorist does not read such books. In general I suspect that the average garage is just as ignorant of the finer points of law as the average motorist, with the result that most negotiations are conducted in a spirit of mutual trust and it is not until something goes seriously wrong that the law is invoked.

Some garages, however, make an attempt to cover themselves against possible victimization (the black sheep are not all on our side of the petrol pump) by printing lists of conditions on their repair order forms, car order forms, garage tickets and so on. Customers are asked to sign the repair order forms and, in theory, no work beyond what has been authorized is carried out without a further signed order. In practice it is, for obvious reasons, impossible to adhere to the strict letter of such a system and the conditions listed on the form are of no value unless the customer is made to read them before signing

Bitten

FURTHERMORE, many customers who prefer to conduct business on a basis of mutual trust treat the whole system as a lot of irritating red tape. This leads me to a rather amusing story. A certain very well-organized firm with several branches keeps all ledger accounts at the head office. One copy of every branch repair order is sent to this office for accounting purposes. It was noticed that on many of these repair orders the customer's signature was missing and the branch managers were sharply told that customers' signatures must be obtained. One branch manager in particular, an old friend of mine, protested that he would lose several of his oldest and best customers if he demanded a signature for every repair, but his protests were over-ruled and he made a genuine effort to play ball. Two customers at once threatened to close their accounts, but a third was rather more subtle; he agreed to sign the forms, but on subsequent close inspection it was seen that instead of his usual signature he had appended a Very Rude Word. Chuckling to himself my friend sent the forms in without comment. After some months head office again complained that many repair orders were arriving unsigned. My friend got on the phone and said: "This business of signing repair orders: turn up your copy of repair order No. 1234." "All right."

"Well, just have a look at the signature."

"Oh, I say, it looks like . . ."

"That's exactly what it is, and that goes for me, too."

The subject, I understand, was never raised again.

Sporting Interest

THERE is no doubt that public interest in the Monte Carlo Rally received substantial impetus as a result of this year's event. Certainly, we have had a lot of requests for advice from customers who are thinking of having a go next year (another tribute to our supposed omniscience on all motoring matters); and we have just received a rather pathetic letter from a customer who has had a car on order for some time, with this postscript: "Is there any hope of delivery in time for next year's Monte Carlo Rally?"

Service Performed

VISITING the stores of one of my competitors the other day, I saw pinned to the wall a page of a previous issue of this journal which contained my reference to the daily life of a garage storekeeper. It is a moving thought that I may have helped to encourage many a harassed storekeeper by showing that his efforts are not entirely unappreciated!

For Forms

AT this time of year we receive some rather unusual requests. We have been asked to crawl under a car to read and record the serial numbers of the tyres; to locate the precise point on the frame of a car where the chassis number is stamped; and to quote lengths, widths, heights and weights of various models. These enquiries arise, of course, because many motorists are busy filling in application forms for foreign touring documents, on which all these details are required. I understand the motoring associations give a warning that the usual brass plate may not be accepted by foreign customs officials as evidence of chassis and engine numbers; this has meant a lot of scraping and scratching of chassis frames and, in some cases, the use of our figure-stamping dies to manufacture acceptable evidence in a place where it can be seen; not always an easy job on modern cars, the frames of which are mostly concealed by a lot of sheet metal or, when visible at all, are not easy to get at.

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Guarantees:

Only genuine manufacturers' parts protecting you against inferior quality.

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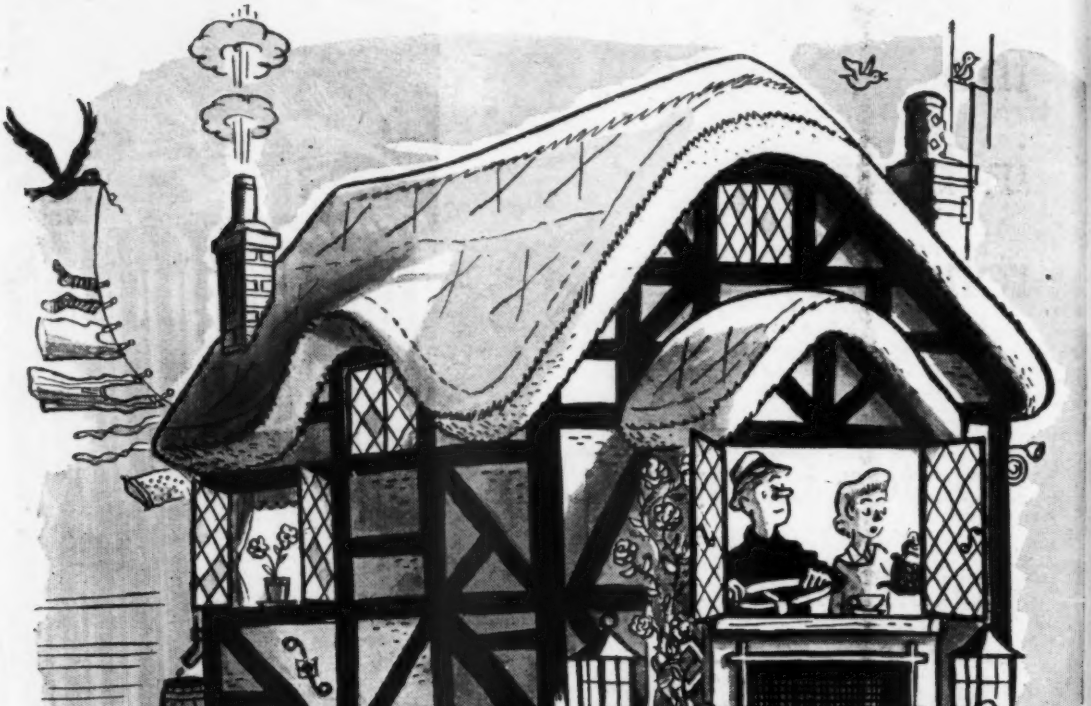
YOUR HUMBER, HILLMAN & SUNBEAM-TALBOT DISTRIBUTOR OR DEALER KNOWS HOW TO DO THE JOB!

Full list on application to Humber Ltd. Coventry

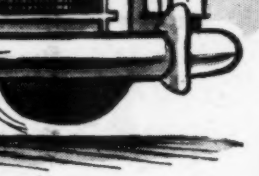
Motor how you will . . .



I will give you

MORE MILES PER GALLON!

says Mr. MERCURY

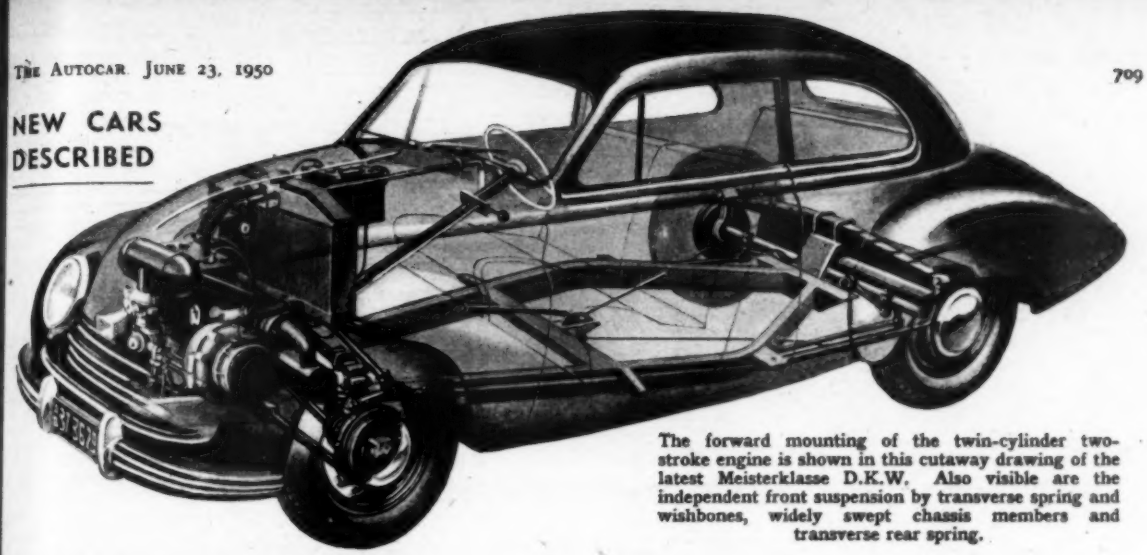


All kinds of remarkable things can happen when designers really get cracking. But **whatever they may think up** for you (short of rockets or atomic turbines) National **Benzole Mixture will always** be the spirit to give you more miles per gallon. That's **because benzole is not only an effective anti-knock substance, but it is also a powerful fuel in its own right. Let's hope** it won't be long before you can ask for it—and get it!

NATIONAL BENZOLE MIXTURE

13C

NEW CARS DESCRIBED



The forward mounting of the twin-cylinder two-stroke engine is shown in this cutaway drawing of the latest Meisterklasse D.K.W. Also visible are the independent front suspension by transverse spring and wishbones, widely swept chassis members and transverse rear spring.

New D.K.W. for Western Zone

POPULAR GERMAN CAR APPEARS IN TWO-CYLINDER TWO-STROKE FORM

DESPITE reports that the experimental three-cylinder D.K.W. was to be made in Germany it has at last been decided that production in the Western Zone of Germany is to be started with a two-cylinder two-stroke car. It is developed from the popular pre-war design, but with a revised frame and chassis layout, more powerful engine and completely new bodywork. The new designs were shown at the Berlin Show.

The great Auto Union organization, centred in the Eastern Zone of Germany, has been nationalized, but independent activities are being carried on in the Western Zone. Motor cycles are again in production at Ingolstadt, in the American area, and the cars are to be built in the former Rheinmetall-Borsig factory at Dusseldorf. The first cars are expected to leave the line in July, and production will be mainly reserved for the home market for the time being.

Before the war the D.K.W. was one of Europe's most popular small cars, and some of its main features have been retained in the new Meisterklasse model. The 688 c.c. twin-cylinder two-stroke engine is still mounted transversely and drives the front wheels through a three-speed gear box, but the whole power plant has been turned round so that the engine and gear box are now ahead of the front wheels and not behind them.

This has permitted a reduction of 10½in in wheelbase without loss of passenger and luggage space.

Power has been increased to 23 b.h.p. by raising the compression from 5.9 to 6.3 to 1 and using a downdraught Solex carburettor. Lubrication is by oil mixed with the petrol. In the D.K.W. design a flat-topped piston is used, and there are two inlet ports to one exhaust. Expulsion of the exhaust gases is effected by the cross-current produced when the ingoing charges from the two opposed inlet ports collide. This eliminates the need for a deflector piston with its extra weight and large lump of metal on the crown. The engine has an aluminium cylinder head.

As on pre-war cars, the gear box is very simple, with three speeds and reverse obtained by sliding pinions, and is chain driven from the crankshaft. There is no synchromesh, but easy gear changing is ensured by a free wheel which can be locked if required by a control inside the car. The gear lever is now on the steering column.

The chassis frame is redesigned, having two widely swept box section side members in place of the previous single backbone, and the front suspension is changed, having a transverse leaf spring and two wishbones below it in place of the double transverse leaf springs used before the war. Another innovation is the provision of hydraulic brakes for all four wheels. Rear suspension is unchanged with transverse leaf spring and radius arms used with a dead axle.

Specification

Engine.—Two-cylinder, two-stroke, thermo-siphon water cooling. 76×76 mm, 688 c.c., 23 b.h.p. at 4,000 r.p.m. Max. torque 35 lb/ft at 1,600 r.p.m. Compression ratio 6.3 to 1. Petroil lubrication. Coil ignition. Dyna-starter coupled to crankshaft.

Transmission.—Front-wheel drive. Multi-plate clutch. Enclosed chain drive from crankshaft to three-speed sliding pinion gear box without synchromesh. Lockable free-wheel. Helical gear final drive. Overall ratios: 5.72, 9.66 and 18 to 1.

Suspension. — Independent front with transverse leaf spring and wishbones below it. Rigid rear axle with transverse leaf spring and radius arms.

Brakes.—Teves hydraulic on all four wheels. Mechanical hand-brake on rear wheels.

Chassis.—Steel box section side members with straight box section cross-members.

Dimensions.—Wheelbase 7ft 8½in. Track (front) 3ft 10$\frac{13}{16}$in; (rear) 4ft 1$\frac{5}{16}$in. Length 13ft 9½in. Width 5ft 3in. Height 4ft 9½in. Weight dry (saloon) 1,738lb, (cabriolet) 1,870lb.

Price.—In Germany: Saloon, dm5,830 (£486 approx.); Cabriolet, dm7,585 (£632 approx.)

Plated strips on the locker lid of the D.K.W. saloon give it an appearance reminiscent of the pre-war Horch, also built by Auto Union.

The cabriolet version of the new two-cylinder D.K.W., which is to be manufactured at Dusseldorf, in the British Zone of Germany. With a 688 c.c. engine, giving 23 b.h.p., a maximum speed of 62 m.p.h. is claimed and continuous cruising at 56 m.p.h. is said to be possible.

The new "Light 4 x 4" which the Army has planned to replace the Jeep.

British Army Replaces the Jeep

FOUR-WHEEL DRIVE AND INDEPENDENT SUSP

LIKE all the Allies in the recent war, the British Forces received large numbers of American Jeeps and obtained excellent service from these rugged and versatile little vehicles.

When the fighting ceased, the British Fighting Vehicles Design Establishment decided to initiate development work on a more elaborate vehicle which could be produced with British resources. Design requirements were: A better cross-country performance than the Jeep, to be obtained by using independent suspension all round and a more powerful engine; an additional seat, more comfort and more stowage space; built-in water proofing for both electrical equipment and mechanical parts; better radio operation by use of two-speed generator and larger batteries; and greater suitability for tropical and arctic operation.

Experiments were made with stressed skin integral construction and flat-four engines on prototypes produced by Nuffield Mechanisations, Ltd., but finally it was decided to revert to the use of a chassis and orthodox engine layout. The final design was evolved by the F.V.D.E. in collaboration with Nuffield Mechanisations, and the new vehicle has been passed for adoption by the British Army.

Its official designation is "The Light Car 5cwt 4 x 4 (F.V.1800)." As will be seen from the illustrations it is a larger vehicle than the Jeep and in general character comes somewhere between the Jeep and the American command car of the recent war. The power unit is a four-cylinder engine of 2,838 c.c., with overhead inlet and side exhaust valves, one of a standard range of four-, six- and eight-cylinder engines, evolved for the latest army vehicles. Although the wheelbase is only seven feet and the body is a very simple open-sided affair, the solid construction necessary for military use is reflected in a weight of over 1¼ tons.

Layout

The main structure of the car consists of a pure cruciform frame, which is attached to the steel body by riveting and welding. This type of frame was adopted because on cross-country running a deflection in one wheel sets up pure bending stresses in the main members and not the torsional stress found in a conventional girder frame.

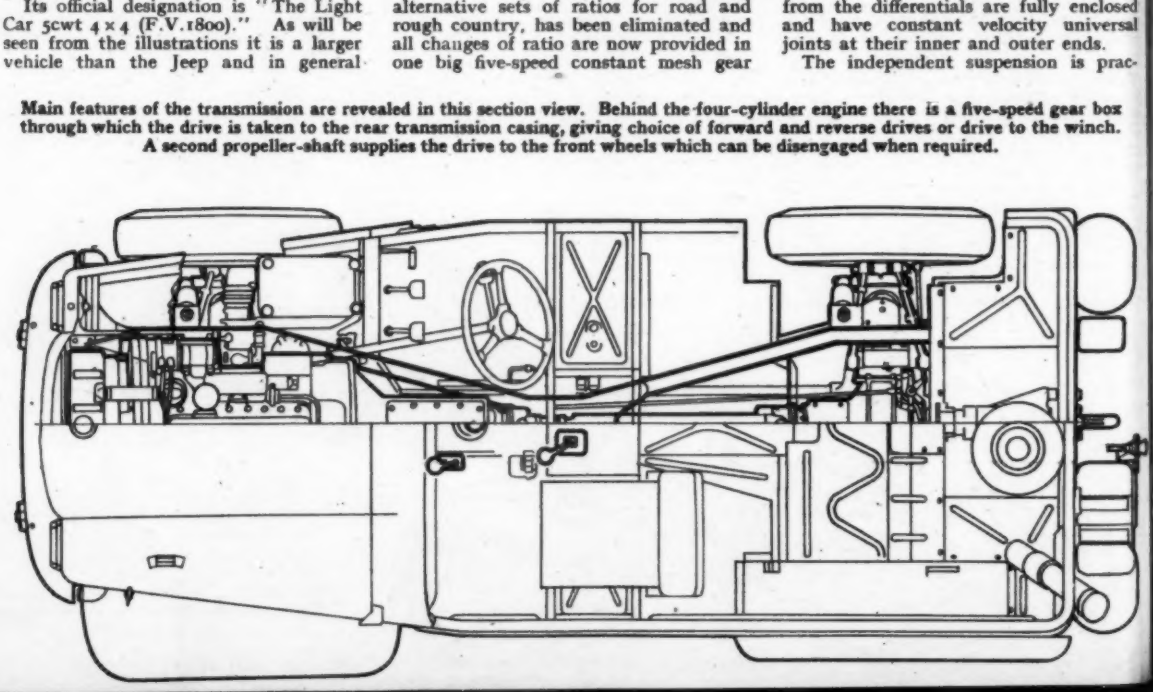
The transmission has been laid out to provide the simplest possible control compatible with the cross-country performance required, and all the units are extremely robust. The auxiliary gear box with its separate control lever, giving alternative sets of ratios for road and rough country, has been eliminated and all changes of ratio are now provided in one big five-speed constant mesh gear box, immediately behind the engine. This has large Warner baulk ring synchronizers on all gears and the usual spigot bearing has been replaced by a substantial roller bearing, carried in a web in the gear box casting.

From the gear box, a short sloping propeller-shaft takes the drive to a rear transmission casing mounted on the frame. This incorporates the differential, forward and reverse gears, the drive to the winch and the drive connection for the front wheels of the car. The working of this transmission unit is controlled by a second lever alongside the driving seat which gives forward, reverse or winch positions and there is a third lever to engage two- or four-wheel drive. The drive to the front wheels is engaged by spring-loaded dogs and the lever can be moved fully into position even if the dogs butt against each other because the springs bring them into engagement as soon as the correct alignment is achieved. Drive to the front wheels is effected by a fairly lengthy propeller-shaft.

Front and rear axle casings are resiliently mounted on cross members which can be unbolted and removed from the car. The articulated drive shafts from the differentials are fully enclosed and have constant velocity universal joints at their inner and outer ends.

The independent suspension is prac-

Main features of the transmission are revealed in this section view. Behind the four-cylinder engine there is a five-speed gear box through which the drive is taken to the rear transmission casing, giving choice of forward and reverse drives or drive to the winch. A second propeller-shaft supplies the drive to the front wheels which can be disengaged when required.



F.V. 1800 SPECIFICATION

Engine.—4-cylinder. 89×114.5 mm. 2,838 c.c. Overhead inlet; side exhaust. Compression ratio 6.4 to 1. 80 b.h.p. at 3,750 r.p.m. Max. torque 147 lb ft at 1,750 r.p.m.

Transmission.—5-speed synchromesh gear box. Rear transmission case with final drive, reverse gear, winch drive and drive to front wheels. Overall ratios: 4.98, 7.6, 11.8, 17.7 and 27.2 to 1.

Suspension.—Independent all round by unequal length wishbones and torsion bars. Telescopic dampers and progressive-rate bump stops.

Brakes.—Lockheed hydraulic with 2 L.S. at front and floating cylinder at rear.

Structure.—Cruciform chassis frame welded and riveted to steel body. 20-gallon fuel tank at rear.

Wheels and Tyres.—Divided steel disc wheels with Dunlop Sports 6.50×16in tyres.

The 4 x 4 has four seats, four-wheel drive and independent suspension all round.

IN NUFFIELD DESIGN

tically the same for all four wheels, having upper and lower wishbones of unequal lengths with the lower wishbones splined to longitudinal torsion bars. The range of wheel movement has been made as large as possible, the only limitation being the angularity accepted by the universal joints in the transmission. Instead of conventional bump stops, there are tapered rubber cones attached to the chassis in inverted steel cups. The rubber comes into contact fairly early in the upward movement of the suspension and as it is compressed its freedom to distort is progressively restricted by the steel cup so that the suspension has an increasing rate as the wheel rises. There are telescopic hydraulic dampers offering greater resistance to rebound than they do to upward movement. Screw-type bearings are used for the upper ends of the wishbones and also for the steering king pins.

The steering gear is rack and pinion, a simple, efficient type which fits the geometry of the independent suspension system. Hydraulic brakes are fitted, with two-leading shoes at the front, and at the rear a floating cylinder is used with fixed shoe abutment. Cooling is by a gilled tube radiator pressurized to 10lb per sq in with a ten-bladed fan, driven through a friction clutch to avoid damage when entering deep water.

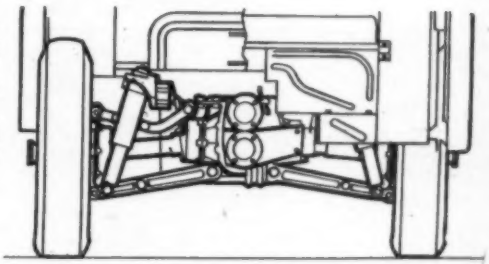
The electrical system is completely waterproofed and screened against radio interference. The only action necessary to prepare the car for wading through deep water is to close a plug on the battery box and fit a stack pipe to the carburettor air cleaner. There are two 12-volt batteries in heat-insulated boxes under the front seats connected in series to give a 24-volt supply. For arctic use provision is made for heaters in the battery boxes.

Besides producing a vehicle which is easy to drive, a great deal of care has been given to ease of manufacture and servicing. Many of the engine components are interchangeable with the six- and eight-cylinder military power units and most of the accessories are common to other post-war army vehicles. Existing tools such as gear-shaving cutters, spline broaches, and so on, have been used where possible and the number of spare parts has been cut down as far as possible. For example, the torsion bars, having no pre-setting, are interchangeable between any of the four positions on the car. Wishbones are all machined from the same pair of forgings and can be inter-changed diagonally across the vehicle, between front and rear. Half shafts, differential cages, bevel gears and constant velocity universal joints are interchangeable right to left and front to rear.

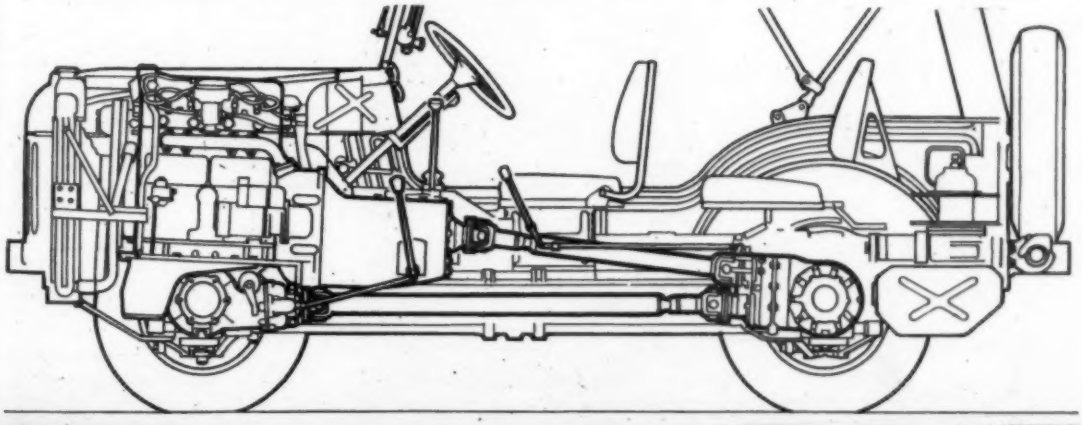
For overhaul, the whole power plant, consisting of engine, radiator and gear box, can be removed rapidly as one unit or each item can be removed separately. Wherever possible oil-less bearings have been used and elsewhere large oil reservoirs are provided. For example, the tubular track rods are filled with oil to lubricate the steering ball joints.

Perhaps the most surprising feature of the vehicle is the use of vulnerable pressings for wings and bonnet panels. The wings and bonnet of the original Jeep could easily be fabricated in the field by a competent fitter with the aid of some sheet steel and the horizontal surfaces of the wings and bonnet were greatly appreciated by the troops, if only as a rest for a billy-can of tea. The new curved panels would also appear to offer greater possibility of light reflections which will catch the eye of an enemy. Another strange point is the position of the head lamps projecting beyond the radiator grille where they seem doomed to early demolition in service conditions. Side and tail lamps also project more than seems desirable. Finally, the bumpers, unlike those on the original Jeep, offer no direct protection to the wings.

The independent rear suspension with wishbones of unequal length and telescopic dampers. The lower wishbones are splined to torsion bars. The front suspension is almost identical.



A plan view of the F.V.1800 which shows the lines of the cruciform frame welded and riveted to the underside of the body structure. Also visible is the winch.



The Rileys of Peter Reece and Gordon Shillito leading Michael Christie's Cooper round Parkfield corner on the second lap of the Manx Cup race, while Bolton's H.W.Alta overshoots and carries straight on down the escape road.

GERARD'S THIRD MANX SUCCESS

CONSISTENT RELIABILITY WINS EMPIRE TROPHY : COOPERS FAIL IN MANX CUP

IN spite of the presence of four 4CLT Maseratis, Bob Gerard's 1937 E.R.A. (B-type chassis, C-type engine with Roots blower) once more won the twelfth B.R.D.C. Empire Trophy race, run over the Isle of Man circuit last Thursday, June 15. The race suffered from the paucity of entries, accentuated by the elimination of three cars in one crash on the third lap during a rain shower, but Gerard's successful run was in itself an object lesson; second came T. C. Harrison's E.R.A., and then the first Maserati, driven by Baron de Graffenried.

The Manx Cup race went to the O.B.M. of Oscar Moore, a well-deserved and popular win by a consistent trier; no fewer than seven 1,000 or 1,100 c.c. Coopers were among the entrants, but not one of them completed the course. Second—as in last year's race—ran the Riley of Gordon Shillito, by a very narrow margin from Culpan's Le Mans Frazer-Nash.

THE weather during practice had remained fine in spite of a cold wind, but local prophets were forecasting rain showers on Thursday morning, before the races. However, nothing occurred, and just before 2 p.m. the 23 starters in the Manx Cup race (for cars up to 2,500 c.c. or 1,000 c.c. supercharged) took their places on the starting grid. The front rank was all Cooper (Hector Graham, John Cooper, Eric Brandon), and then came Jacob's M.G., Tyrer's B.M.W., the O.B.M. and Merrick's Cooper. Non-starters were three in number: de Mattos' Cromard Special (back axle, in practice), Winterbottom's Cooper (crankshaft, in practice) and Kelly's I.R.A. (car not ready).

Tyrer was unable to start his engine, and was pushed on to the pavement just as the flag fell and the pack got away with a rush. However, he was not alone in misfortune, for Shillito (Riley) and Potts (Cooper) both stalled their engines, so that there were three late starters. Brandon—who had led from the start—came round first, followed by Cooper and Graham, Oscar Moore and Jacobs, but on the second lap Graham overshot at Parkfield corner, coming into the pits at the end of the lap. The trouble proved to be a leakage of the hydraulic brake fluid, and although Graham eventually restarted he was soon forced to retire.

Meanwhile Brandon sailed serenely round, increasing his lead over John Cooper, who was in turn drawing away from Moore. Brandon's second lap, accomplished in 3m 23s (68.78 m.p.h.), broke Stirling Moss' year-old record of 3m 26s, although it did not approach the unofficial record set up in practice by the same driver in the extraordinary time of 3m 13s. Trouble was already rife; Baird's two-stage-blown K3 M.G. lasted only one lap (after two all-night sessions of work), as did Merrick's Cooper and the Rhiando-Trimax, while Potts' Cooper went out after two, and Reece's Riley and W. H. Murray's H.R.G. after three.

At the end of the ninth lap Moore appeared in second place, and Cooper came slowly into his pit—a piston had gone, a piece of misfortune which had also happened to him in practice. Two laps later, and Brandon came in, to change plugs in quick time; but the car resisted all efforts to persuade it to restart, and investigation showed that the magneto drive had failed. Hard luck, indeed, for his lead had been unassailable. This let Oscar Moore into the lead, followed by Shillito's Riley, which had made up for its loss of time at the start and was going well. Alas, the brakes began to fail; Shillito dropped back, little by little, and Culpan's Frazer-Nash, previously passed, began to overhaul him. On the penultimate lap only five seconds separated the two cars; then the O.B.M.

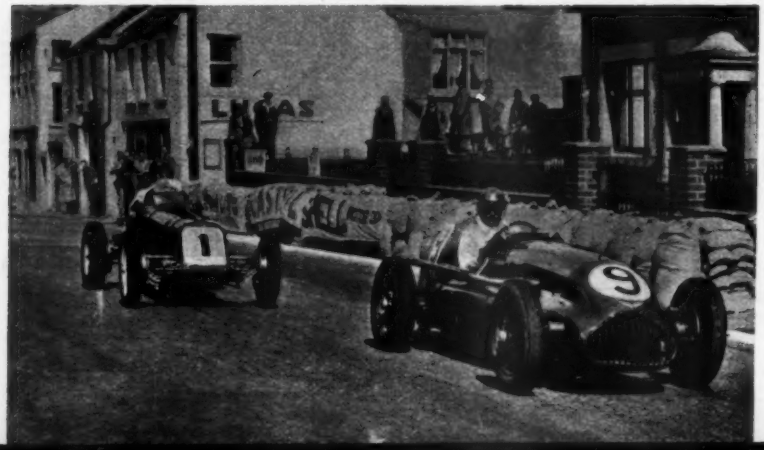
MANX CUP RESULT

Race distance 69.8 miles (18 laps of 3.88-mile circuit).

	h	m	s	m.p.h.
1. O.B.M. 1,971 (O. Moore) ..	1	2	51	66.6
2. Riley 1,986 (G. S. Shillito) ..	1	4	3	65.4
3. Frazer-Nash 1,971 (N. R. Culpan)	1	4	4	65.3
4. Alvis 1,842 (C. G. H. F. Dunham)	1	5	23	64.1
5. Frazer Nash-B.M.W. 1,996 (G. Tyrer)	1	5	58	63.5

6. M.G. (J. C. C. Mayers), 16 laps; 7. Les-Francis (E. Lund), 16 laps; 8. H.R.G. (H. Clapp), 16 laps; 9. M.G. s (R. W. Jacobs), 16 laps; 10. H.W.-Alta (T. Meyer), 14 laps; 11. H.R.G. (P. C. T. Clark), 13 laps.

23 starters: fastest lap, Cooper 1,097 (E. Brandon), 3m 23s, 68.78 m.p.h.



Winning his third Empire Trophy race, Bob Gerard, in his E.R.A., about to overtake Watson's Alta in Onchan village.

came in to win, and all eyes turned towards Governor's Bridge to see who would get second place. It proved to be Shillito, with Culpan hard on his heels barely a length behind—a fine finish. Fourth came Dunham's reliable Alvis, and fifth, Tyrer's B.M.W., also almost brakeless.

The Empire Trophy

The Empire Trophy race was scheduled to start at half-past three, and as that hour approached the clouds grew bigger and blacker, and the first few spots of rain fell in the grandstand area. Only thirteen cars faced the starter, the five unfortunates being Rowley (Delage—camshaft drive gear, in practice), Peter Walker (E-type E.R.A.—burnt out in practice), Baring (H.W.M.), Baird (Tornado), and Butterworth (A.J.B.), the last three cars not being ready in time. The E-type had thrown yet another rod during the second practice period, the car then bursting into flames; Peter Walker jumped out before it stopped, fracturing several ribs and spraining his wrist, while the car ran up a bank and blazed merrily for some time.

The starting grid was interesting, reflecting as it did the amount of trouble that had been experienced in practice; pole position was held by Harrison's E.R.A., with a lap in 3m 10s (73.49 m.p.h.), followed by Rolt's Delage and Gerard. The second rank comprised David

Joan and Bob Gerard looking understandably happy after the finish. (Below, right): Reg Parnell (4CLT Maserati) leading Shawe-Taylor's Wade-supercharged B-type E.R.A. into the corner round the Manx Arms at Onchan.

Murray and Shawe-Taylor, the former driving the C-type E.R.A. (once "Hanuman") in place of the 4CL Maserati, which had blown very much up in practice. Then came the 4CLT Maseratis of Hampshire and de Graffenried, then Parnell and Graham Whitehead (B-type E.R.A.), then Kelly (6C Maserati) and Gordon Watson (Alta), and last Colin Murray (6C Maserati) and Bira, who had qualified in de Graffenried's car as his own was not ready in time for practice.

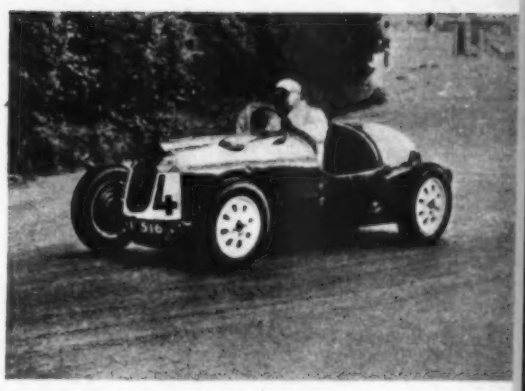
At the start Harrison shot into the lead, followed by Gerard, de Graffenried and Murray; the Delage faltered, and Watson also made a slow start (partly through having lost bottom gear in practice). However, "T.C." overshot the first corner and dropped back to ninth place, and when the cars appeared at the end of the first lap Gerard was just in front of Parnell, Bira and de Graffenried. Next time round, Parnell was in front of Gerard, while de Graffenried came into his pit for a rapid brake adjustment—but then it began to rain in earnest. The far side of the course remained dry, so the leaders screamed down the straight to begin their third lap to find a layer of moisture on top of an already slippery and rubbery surface. As they entered Parkfield corner Bira slid wildly, held the car broadside for some distance, and then spun, to be rammed by David Murray's E.R.A., while Kelly smacked the wall with his Maserati rather than join them. Nobody was hurt, but the cars were damaged too much to continue. At Cronk-ny-Mona Parnell also slid and lost time, so after three laps the order was Gerard, Shawe-Taylor (up from fourth place), Parnell and then Rolt, the Delage really working and having made up for its bad start.

Meanwhile Harrison had pulled up to fifth place, and when the Delage's rear shock absorbers went on strike after seven laps the E.R.A. became fourth. On the eleventh lap Parnell passed Shawe-Taylor (who slowed less than any other driver while the rain lasted), and when Gerard made his one error and overshot Parkfield on the nineteenth lap Reg caught him, to pass on the next lap. But the Parnell hoodoo was awaiting its chance, and next time round Gerard was in front again—the Maserati's clutch was commencing to slip.

Position at 19 laps

1, Maserati (Parnell), 68.62 m.p.h.; 2, E.R.A. (Gerard), 1 sec behind; 3, E.R.A. (Shawe-Taylor); 4, E.R.A. (Harrison); 5, Maserati (de Graffenried); 6, Maserati (Hampshire).

Two laps later, and Parnell was back to fifth, while Harrison was second, having passed Shawe-Taylor—who was slightly disconcerted by having cannoned off Colin Murray's spinning Maserati at Cronk-ny-Mona. Watson's Alta had blown in a piston just past the pits, with a Hiroshima-like mushroom of smoke, and shortly afterwards observers at the Manx Arms at Onchan saw a wheel appear down the hill, followed at a respectful distance by the rest of Graham Whitehead's E.R.A. This reduced the field to seven, and the order seemed set for good, as de Graffenried had refuelled after 24 laps (in 23 sec) and was some distance behind Shawe-Taylor. The last lap came, and he was seventeen seconds behind—too much to make up; the chequered flag was raised, and down the road came Bob, as steady and regular as a train, to win his third Empire Trophy. A minute and a half later



Manx Cup winner: Oscar Moore entering Willaston corner in the O.B.M.

and Harrison appeared, a deserving second; but then came a surprise, for, instead of Shawe-Taylor, de Graffenried took third place. Poor Brian had believed the race to be over one lap too soon, and toured round with goggles up—only to be passed by the Baron, with foot still hard down. His own fault—but very hard luck, nevertheless. Then came Hampshire, who had lost third gear early in the race, and then Parnell, who had passed Rolt and set up a new lap record when his clutch suddenly gripped two laps from the end.

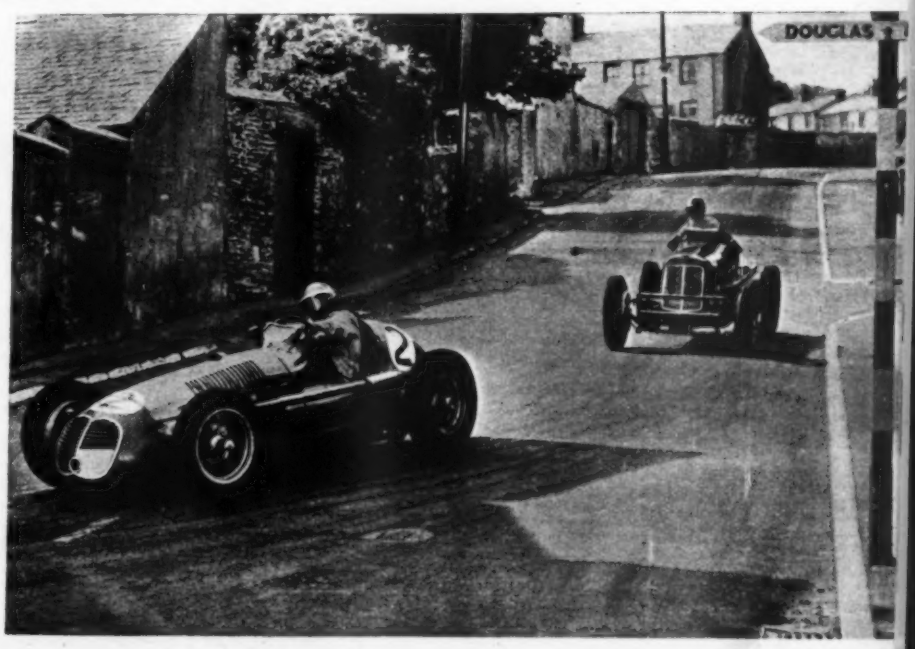
RESULT

Race distance 139.6 miles (36 laps of 3.88-mile circuit).

	h	m	s	m.p.h.
1, E.R.A. s (P. R. Gerard) ..	1	59	36.0	70.05
2, E.R.A. s (T. C. Harrison)	2	1	9.2	69.17
3, Maserati s (E. de Graffenried)	2	2	24.9	68.45
4, E.R.A. s (B. N. Shawe-Taylor)	2	2	35.6	68.34

5, Maserati s (D. Hampshire), 35 laps; 6, Maserati s (R. Parnell), 35 laps; 7, Delage s (A. P. R. Rolt), 35 laps.

Retirements: E.R.A. (A. O. Whitehead) 25 laps (lost wheel); Maserati s (C. Murray), 19 laps (crash); Alta s (G. M. Watson), 12 laps (piston); Maserati s (B. Bira), Maserati s (J. Kelly), E.R.A. s (D. Murday), all 2 laps (crash). Fastest lap: Parnell, 3m 8s, 74.68 m.p.h. (record).



BORDER BY-PASS

By MICHAEL BROWN

"The downland of vast distances, sun-dappled ploughland and lonely farms."

MAIN ROAD DODGING AFFORDS STOLEN TOURING PLEASURES

NOW that petrol is "free" only one thing is left to militate against the pure touring jaunt in merely homely country—the high price. I do not know how others regard it, but I think 3s a gallon begins to force one to put an £ s d value on scenery. If the area chosen is famously scenic—Devon or the Lake District, the Highlands or the South Coast—then the gallons expended may be well worth it even at three-and-something apiece. But I think that 60 miles, using two gallons and costing six shillings, may disturb the sense of values of a motorist if the route which he chooses is pleasant without being exciting. He may be disappointed because of the cost.

In order to avoid this sense of disappointment I have been turning once again to maps of familiar places. Called upon by duty to drive from A to B, I have studied the main road line, cast about for parallel routes amongst the side roads, and discovered once again how little I know of England. Those of you who have used A4 between Reading and Newbury, passing quickly through Theale, Woolhampton and Thatcham into the Berkshire market town, what do you know of Burghfield, Three Firs, Round Oak, Baughurst and Ramsdell? They lie, most of them, on a parallel route to A4 about four miles to the south, and they made up my by-pass route from Berkshire to Hampshire on a recent sunny morning.

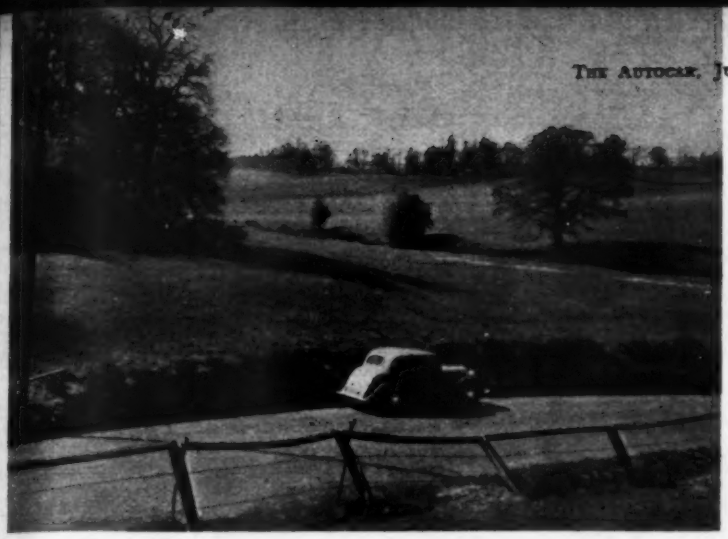
"But artificial or not, it is a handsome pond."

I had to be down in the New Forest by lunchtime, and my normal main road route would have been to join A30 as quickly as possible. If, however, I went through Reading and took the third turn to the left after crossing the railway line under A4 to the west of the town, I reasoned that I could join A30 at Basingstoke via the villages mentioned without expending more than a half-gallon of extra petrol; at 1s 6d it was more than worth it.

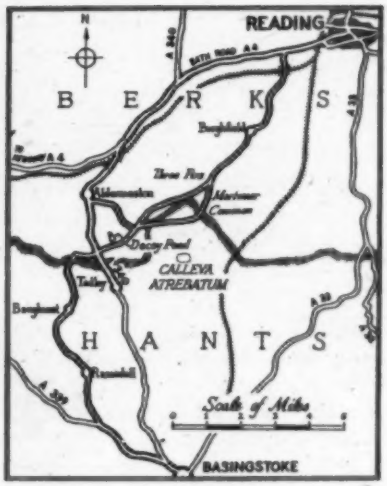
After leaving the Bath Road the route is wide and winding through normal Berkshire country. There were elms, willows, distant hills, and the sun rippling over the breeze-imbued young wheat. By the time the car reaches Burghfield it is climbing the once-distant hills and the scene changes abruptly. This point is Burghfield Hill, leading up to Burghfield Common, and by the time you have reached Three Firs (a public house at a cross-roads and a cottage or two) your car is in a wonderful heathland.

At least, I think so. Heathland to me is an intense pleasure, for my appreciation of hedged fields and meadows, primly secluded gardens and well-defined coppices, does not prevent a faint feeling of claustrophobia. One is shut out by them and confined to the narrow lanes. Up on the heath there is room for the soul to expand; the air is fresher, and tinged with the scent of bracken peat, Scots pines and the ubiquitous heather. Such fences as once existed have mouldered away as landlords' pockets became ever shorter, and the placing of trees is haphazard, for they "just growed." In such areas there are not many people—a relief in this crowded Home Counties area. So you drive up on to the heathland just south of the Bath Road with a feeling of escape from a cloying intimacy.

In the spring it is at its best. The dark green of the pines is hardly tipped with the new green of this year's needles; full honours for that colour go to the birches, newly shooting. Choose a spot where they back the pine-boles, the sun shining through them and adding to their



"A little stream runs down this valley, and a very pleasant little valley it is."



lustre. Sit down on the warm mat of last year's needles and survey the scene; Nature is an artist at setting a stage.

At Three Firs you may go left or right. We went left across Mortimer Common to run off the heath for a moment as the route joins the east-west Aldermaston road at 300ft. A little stream runs down this valley, and a very pleasant little valley it is. Turn right for Aldermaston.

How straight the road is, and how straight are most of its neighbours! Silchester provides the reason for this rectitude, the Roman *Calleva Atrebatum*. It is a stone's throw to the south and the roads are no doubt overlaid on the paths that Roman footprints made.

You are back on the heath again, still more open now, and with something about it that suggests the "blasted" adjective. Wind or fire has felled many a young tree in the past and its rotten bole, propped up by a spiky dead branch or two, lies starkly in the heather. The shining white of rain- and sun-washed "lucky stones," which make up a large part of the gravelly soil, suggests dead bones on a lifeless landscape. The dark green of the more distant pines suddenly becomes sombre, and if a cloud crosses the sun you may well shiver in spite of the warm air. Heathland is like that—a moody land, mood-inspiring.

"Choose a spot where they back the pine-boles, the sun shining through them and adding to their lustre."

Near Aldermaston the road passes the Decoy Pond; even the map gives it that name, and the embankment which retains the water proves that it is artificial. But artificial or not it is a handsome pond, alongside which the car can be driven safely over the stones. Better take a last look at red-brick Aldermaston, one of Berkshire's prettiest villages; it is about to become an adjunct to Harwell, farther north, and will disappear in the holocaust of new towns, atom plants and development plans which is being visited on Berkshire. At the end of the war it was suddenly discovered that this reprehensibly unspoilt county, alone amongst the Home Counties, had not benefited by Progress, and this deplorable state of affairs is about to be remedied.

Desolation

You can see some of the traces of Progress—admittedly war-dictated—in the desolate remnants of Aldermaston's war-time airfield. What Yankee ghosts tumble out of ethereal aircraft on to those cracking runways in the black nights of winter? Does the sound of a juke-box record, playing, perhaps, "I'll never smile again," echo round the tin-roofed huts to disturb the melancholy owls? Deserted airfields are gloomy places when the moon is transformed into an Aldis signal lamp by flying cloud and the wind sighs for the lost years of 1939-1945.

I crossed A340, continued for one mile, and then turned left for Baughurst. The villages on this route—except Aldermaston—are not places in which to linger, though the church at Ramsdell sits prettily atop a hill. The road—now heading south—leaves the heath. Over to the left is Tadley, known locally as Tadley-God-help-us. The story goes that an aviator made a forced landing in the early days of aircraft at Tadley. He climbed down from his plane and asked a fearful inhabitant where he was, to receive the answer, "Tadley—God help us." As I was living in the neighbourhood at the time (though I did not see the aircraft!) the laugh is on me as much as it is on Tadley G.H.U. and I cannot be accused of taking the rise out of Berkshire's amiable neighbours over the county border.

The countryside has changed again. When the road once more climbs it is up to the downland of vast distances, sun-dappled ploughland and lonely farms. At 500ft A339 comes in on the right and soon you join John Thornycroft in Basingstoke. A by-pass indeed—for both car and spirits, for the Bath Road and A340 and A339, however good they are, do not provide the escape from everyday things which belongs to the high heathland and the milky lucky stones.

BY ST. JOHN NIXON

After negotiating Shap Fell, the old car climbs up the gradient after Huck's Brow. The roadmender has obliged with the "Go" sign.

Repeat Performance : JOHN O'GROATS TO LA

A STRIKING feature of the famous Thousand Miles Trial of 1900 was the remarkable reliability of a strange-looking *voiturette* known as the Wolseley. It was made by the Wolseley Sheep-Shearing Machine Co., Ltd., of Birmingham, and it had already taken part in a so-called reliability trial which consisted of nothing more strenuous than a trip from Birmingham to Coventry and back. Its presence at Hyde Park Corner, London, on that chilly morning of Monday, April 23, 1900, caused no particular comment; it was just one of sixty-five motor vehicles of all kinds which faced the starter to accomplish the most exacting trial so far held in this country.

Matters had not progressed far before the fact became apparent that this little Wolseley two-seater was something rather out of the ordinary both as regards reliability and as a hill-climber. Night after night it would turn up, with the regularity of a clock, at the various exhibitions, and its hill-climbing powers up all the test hills distinguished it from numbers of other cars, in that in no instance did the passenger have to dismount to give assistance.

When the results were compared, this Wolseley Voiturette (costing £225) was awarded the first prize in Class B, a prize of £10 awarded by the *Daily Mail*, and a silver medal by the Automobile Club de France. It completed the entire course at a speed up to the legal limit of 12 m.p.h., a feat performed by only eleven other cars out of the sixty-five starters.

Here surely was a car with a future. The specification on these pages shows its features.

The radiator is of the long-since-defunct Loyal type having two small tanks, one at either side of the bonnet. The engine is undoubtedly over-cooled.

The transmission is very unusual. A flat belt takes the drive from the engine to a three-speed gear box which can be shifted forwards and backwards—to loosen or tighten the belt and so produce a clutch effect. The power is then carried rearwards by two external side chains in the orthodox manner of half a century ago. Engine control is effected by a notched lever on the side of the body which operates a shutter in the inlet pipe.

A year or two ago, when I was collecting material for a book I was writing on the history of the Wolseley company, I was delighted to find this very car standing in the private museum of the company at their works in Birmingham. I recognized it in a moment as an old friend of the Thousand Miles Trial, but it was with grave misgivings that I lifted the bonnet, expecting to find some anachronism beneath such as a high-tension magneto or a modern carburettor, by which so many other veteran cars have been largely spoilt historically.

To my great relief, everything was original and intact. Here at last was a true veteran which had escaped vandalism at the hands of the "improver."

In the knowledge that this year of grace would mark the half-century since this famous old car performed so meritoriously in the "Thousand," I begged the Nuffield Organization to allow me to drive it another thousand miles, and with characteristic promptitude and thoroughness, the old car

Specification

Engine.—8.1 h.p., 114.3×127 mm (1,300 c.c.) horizontal single-cylinder. Suction-operated inlet, mechanically operated exhaust valve by bell crank lever and camshaft. Pump-assisted cooling.

Transmission.—Controlled slipping belt clutch operated by manual lever, ratio 1.375 to 1. Three-speed gear box incorporating differential. Ratios: Top 2.75, second 4.65 and third 10.1 to 1. Reverse 15.42 to 1. Chain-driven rear wheels.

Lubrication.—Five drip feeds from dash tank (1 pint).

Fuel supply.—4-gal tank at front, reserve 4½-gal tank at rear. Single-jet carburettor, gravity fed. Air cleaned by passing through air bottle.

Ignition.—6-volt trembler coil and battery. Manual advance and retard.

Suspension.—Full-elliptic front, half-elliptic rear.

Brakes.—Foot brake operates one shoe on each rear wheel. Hand brake one separate shoe on each rear wheel. All shoes operating on brass rims fixed to wheels.

Steering.—Tiller, through 2 to 1 step-up bevel gears and universal to worm box with step-down ratio of 6.5 to 1.

Tyres.—30 by 3in on wire wheels.

Dimensions.—Wheelbase 4ft 10in, track (front and rear) 4ft 1in; turning circle 28ft. Weight 12 cwt 3 qr (1,404 lb).

LAND'S END IN A 51-YEAR-OLD WOLSELEY

was given an overhaul by skilled hands. So it came about that on Thursday, May 18, Arthur Ayscough of the Morris Service Department, and I, with the veteran mounted on a lorry, set off on a journey of some six hundred miles to John o' Groats, from which point we were due to start on Monday, May 22, for Land's End and to return to Oxford, making in all a distance of 1,136 miles.

As far as it was possible to ascertain, this "end-to-end" journey had not been accomplished by a car made during the last century since my dear old friend Hubert Egerton performed this remarkable feat on a steam car during the depth of the winter of 1900. I know that the hardships he endured and the difficulties he had to overcome were prodigious.

We needed special fuel with a density of 0.680, for the old warrior would have nothing to do with the existing brand, and so arrangements had to be made for supplies of this special Esso petrol to be in readiness at stated places.

When we set out at 8.10 a.m. from John o' Groats on May 22 the weather was very unfavourable and cold. Something like a gale was blowing, but fortunately behind us, and we made Wick well ahead of our schedule. Then came the much-dreaded Berridale Hill, with its average gradient of 1 in 10 and its maximum of 1 in 7. The descent into Berridale was, if anything, steeper than the ascent, and so I let our lorry, which I had held back purposely for the first day's run, go in front with its tail board down to act as a buffer "just in case." It proved to be an unnecessary precaution, however, and the steep climb out of the valley was then tackled.

The little car went up the grade in a truly astonishing manner and came to a temporary stop on the 1 in 7 section only owing to the belt slipping. We whipped on a new belt, and up she went like a two-year-old.

The first night we spent at Bonar Bridge (93 miles) where we found petrol supplies awaiting us. The weather was worse than ever for the second day's journey to Kingussie in the Grampian Mountains, but again we made our destination (92 miles) some 40 minutes ahead of our schedule, the only difficulty having been a broken belt.

The third day's journey was to Stirling, which made a total distance covered in the three days of 291 miles. No trouble was experienced en route and the old car was running perfectly. On the fourth day we reached Carlisle (total distance 400 miles, with 469 to go to Land's End) with no mechanical trouble except a broken belt.

And so this long journey southwards continued, day after day, with no more trouble or anxiety than we would have had with a car just off the production line. Shap Fell was a long but fairly easy climb and we duly reached Land's End on Tuesday, May 30, precisely five minutes ahead of our schedule. We had covered the full 869 miles.

It would be an overstatement to say we "flew" up all the short but very steep hills of Devonshire and Cornwall; in fact, I am reminded of the words of the Duke of Wellington after the Battle of Waterloo:—"It was a damned near thing, Sir; the nearest thing you ever saw in your life." But when matters became critical, my noble and self-sacrificing companion exercized his legs for a brief spell, which effectively saved the situation.

On Wednesday, May 31, we continued our journey to Okehampton (98 miles) and then to Wincanton (81 miles) and finally to Oxford (85 miles), making a total distance covered in twelve days of 1,136 miles. And this, if you please, by a 51-year-old Wolseley!

Throughout the whole journey, I did not once engage top gear; a car with tiller steering and an engine firing about once per telegraph pole is not quite good enough, but we kept up a fair cruising speed of some 18 m.p.h. which meant that we covered about 14 miles in each hour.

My thanks are due to engineer Charles van Eugen, of Morris, for preparing the car in such an able manner, and to my companion Arthur Ayscough for his invaluable help and encouragement. Morris Garages and Nuffields gave us a splendid welcome when the Voiturette finally reached Oxford.

This is truly an amazing old car; for a veteran of 51 years, which has never been modernized by a single nut or split pin, to give pleasurable and trouble-free motoring of nearly twelve hundred miles is a feat almost unique in the annals of "veteran carism".

VETERAN'S LOG

	Miles
Monday, May 22.—John o'Groats to Bonar Bridge	93
Tuesday, May 23.—Bonar Bridge to Kingussie	92
Wednesday, May 24.—Kingussie to Stirling	109
Thursday, May 25.—Stirling to Carlisle	109
Friday, May 26.—Carlisle to Wigan	105
Saturday, May 27.—Wigan to Kidderminster	95
Sunday, May 28.—Kidderminster to Bristol	75
Monday, May 29.—Bristol to Okehampton	98
Tuesday, May 30.—Okehampton to Land's End	98
Wednesday May 31.—Land's End to Okehampton	98
Thursday, June 1.—Okehampton to Wincanton	81
Friday, June 2.—Wincanton to Oxford	85
Total distance, 1,136 miles	

Strangely reminiscent of a modern "trials special" with its passengers well to the rear, the old Wolseley speeds past the camera.

BUGATTI OWNERS' SILVERSTONE

The start of the relay race; the twenty-three "A" cars waiting for Ken Hutchison to give them the starting signal.

THE meetings run by the Bugatti Owners' Club are usually noted for the military precision with which the various events and manœuvres are run off and carried out. Their Silverstone meeting, which took place last Saturday, certainly lived up to this reputation, at least as far as the time schedule was concerned, each race starting and finishing right on the dot. True, there was a slight amount of confusion in the first race (a 5-lap handicap for Bugatti cars) as the start marshals omitted to reckon with the fact that the limit men would more than complete one lap before the departure of those on scratch—but nothing untoward resulted, and such misunderstandings occur even in the best-regulated families. The virtual scratch men, J. Willment and J. Wilkins, both with Type 51s (R. O. Ayrton's and the ex-Allan-Arnold cars, respectively) struggled valiantly, but could not overcome their handicaps, and victory went to the Type 37 of J. H. Pratt, with Birrell's Type 35 in second place.

This over, there was a luncheon interval, which foxed those enthusiasts who had not read their programmes and had bolted an early lunch before the start of the meeting. Then came the *pièce de résistance*, in the shape of a sports car relay race. Those who remember the L.C.C. relay races at Brooklands in bygone days will know what fun these events can be, and certainly this one was no exception. Twenty-three teams competed, and only two fell out, which in itself was praiseworthy; again, the handicapping rather favoured the slower cars, but this did nothing to detract from the spectacle. At the start Sydney Allard, leading the J2 Allard team, Ken McAlpine with the first Connaught, and Tyrer's very fast "1940 Mille Miglia" B.M.W., had an interesting tussle until Tyrer spun round at Stowe. Allard built up a lead from the Connaught (these two teams sharing the scratch mark), but during the second half-hour Rodney Clarke quickly overhauled Clarkson's Allard, to reverse the order, putting in the fastest lap in this race in the process, at 78.09 m.p.h.

As each car completed its lap at the end of the half-hour period, it was flagged off into the finishing enclosure, the driver then dismounting and sprinting across to the next car in the team, to hand over the rubber ring used as a token. The poor power-weight ratio of some drivers, coupled with the length of the line of waiting cars, materially affected the time taken by the change-over, but added to the amusement and interest from the spectators' point of view. Several cars experienced mechanical trouble, and handed over before their allotted time, the most unfortunate team in this respect being the Treen Rileys, all three cars retiring hurt—one driver completing almost a quarter-lap at a very creditable speed on foot, to hand over.

Victory finally went to the team of TC M.G.s from two mixed teams, one of two TCs and a special, the other of two TCs and a TD—an M.G. massacre, in fact.

Next came a handicap race for standard saloon cars, divided into classes by their retail price, which was productive of some very interesting studies in gear ratios, cornering characteristics and drivers' expressions (facial, not verbal). This was won by an Austin A.40, entered by the manufacturer's apprentices, from a Standard Vanguard and Ford Pilot, while a Healey saloon put up the fastest average.

There remained the 30-lap Formula 2 race, with twelve starters. Tyrer's B.M.W. led from the start, was overtaken by the O.B.M., but later regained the lead when the latter car made a quick pit stop. The three Connaughts ran impressively and fast, although Oliver, in the leading car, was forced to retire before the end; the Heath-J.A.P. and the Djinn upheld the honour of the V-twin brigade, but both encountered trouble. Tyrer, therefore, scored a resounding victory, also making fastest lap of the day at 81.2 m.p.h.

Upper: J. Rhodes, third man in the team which finished second, pressing his Ford Ten-engined Austin special round Stowe Corner with great determination. Lower: Looking one way and going another—Mike Oliver looking for the opposition to the Connaught team as he accelerates up the straight.

PROVISIONAL RESULTS

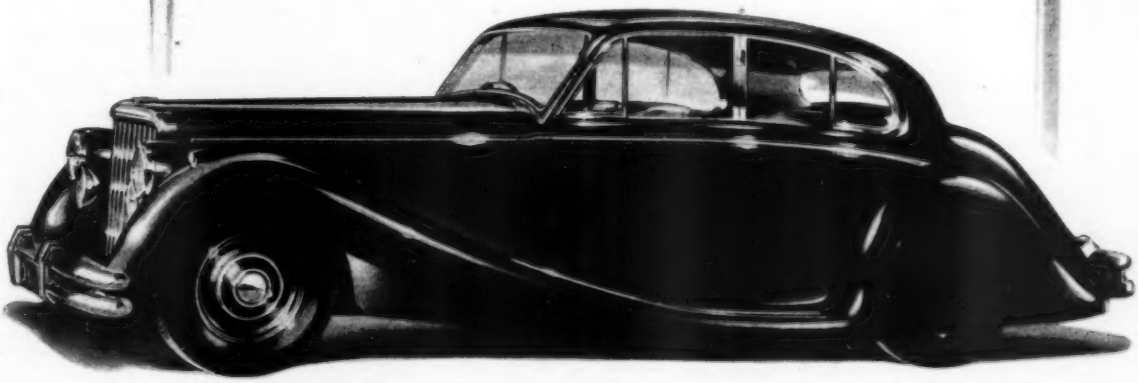
Handicap race for Bugatti cars (5 laps of 2.278-mile circuit): 1, 1,496 c.c. (J. H. Pratt), 4m handicap, 8m 23s, 55.49 m.p.h.; 2, 1,955 c.c. (G. Birrell), 2m 45s, 8m 37s; 3, 1,496 c.c. (R. M. Bromfield), 2m 45s, 8m 47s.

Handicap relay race for sports cars (running time half hour per car): Team 1, M.G. 1,250 (G. T. Jones), M.G. 1,250 (R. Page), M.G. 1,250 (J. T. K. Line), handicap credit laps 9, 90 laps. Team 2, M.G. 1,350 (R. Selfman), M.G. 1,350 (J. G. Beasley), Austin 1,172 (J. Rhodes), h.c. 10, 90 laps. Team 3, M.G. 1,250 (K. Shipside), M.G. 1,250 (C. E. Booker), M.G. 1,250 (D. F. Ryder), h.c. 9, 49 laps.

Handicap race for standard saloon cars (half-hour duration): 1, Austin A.40 1,200 (H. M. Newnham), handicap credit laps 4, 16 laps, 30m 16s, 54.10 m.p.h.; 2, Standard Vanguard 2,088 (J. C. Walwork), h.c. 3, 16 laps, 30m 41s; 3, Ford 3,622 (A. P. Hitchings), h.c. 3, 16 laps, 31m 1s.

Scratch race for Formula 2 racing cars (30 laps): 1, Fraser Nash-B.M.W. 1,996 (C. Tyrer), 53m 30s, 76.64 m.p.h.; 2, O.B.M. 1,971 (Oscar Moore), 29 laps; 3, Connaught 1,797 (K. McAlpine), 29 laps.

BATH. The Roman Baths, discovered in 1755, with the 15th century Abbey Tower in the background. From the original specially drawn by Lawrence Wright, A.R.I.B.A.



"*EVERYTHING ABOUT IT HAS DISTINCTION . . .*" Writing of the Mark V Jaguar in the *Daily Mail*, Courtenay Edwards says:— "Everything about it, the feel of it, the way it goes, the way it sounds and the way it looks has distinction! Its engine is as docile in city streets as it is impatiently fast on the open road . . . . I particularly liked the new steering which is light, positive, self-centring and free from road shocks. It corners like a racing car yet the springing with extra long torsion bars for the independent front suspension gives a delightfully smooth ride."

Jaguar

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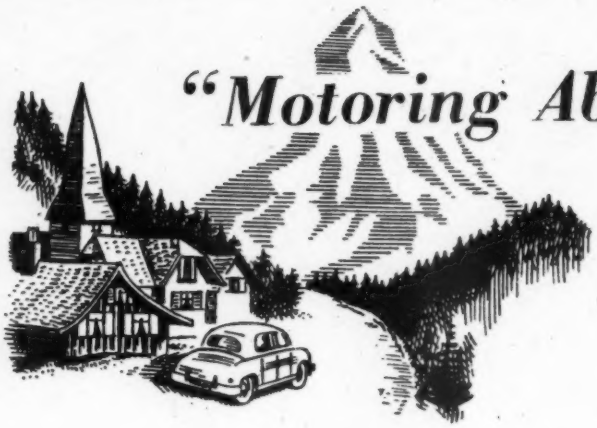
"Motoring Abroad?"



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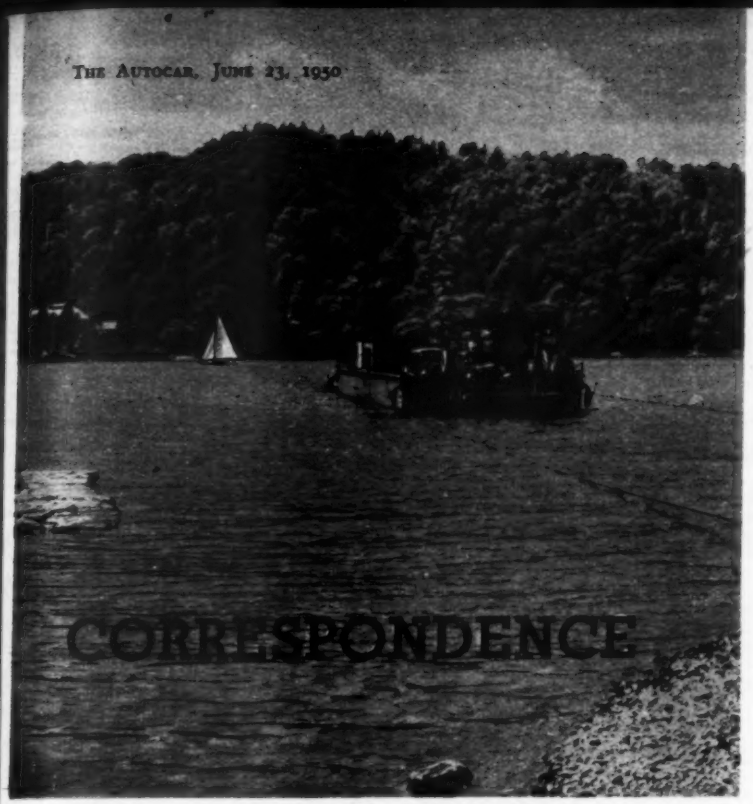

A pleasant interruption of motoring as the Lake Windermere ferry crosses to the Westmorland shore.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

SPEEDOMETERS

Another One with the Jumps

[62761.]—In 1947, while I was driving in North Wales, my speedometer mileage recorder clocked over from 899 to 1,000 miles at one fell blow (see "Disconnected Jottings," June 2) and has since behaved normally. As I take daily readings I have a check. My wife actually saw the "clock over"—I was preoccupied. R. GARMAN.

Birmingham.

10,000 Free Miles?

[62762.]—I have a 1946 1½-litre Riley which I use mainly for longer runs, and not for general use in my practice (I am a doctor practising as a General Practitioner).

At the end of April, on a trip to Wroxham and back with my wife and two children (aged 16 and 13 respectively) the younger remarked, "The speedometer will soon be changing to 20,000."

To our great surprise 30,000 appeared instead. I have no intention of selling the car at the moment, but what would you do under the circumstances, and what is your explanation? W. J. MELDRUM.

Leicester.

[The Scribe is busily disintegrating a speedometer. Results follow.—ED.]

TYRES

Flats Caused by Brake Drum Distortion?

[62763.]—If Mr. J. S. Widdows [62732] and The Scribe check their brake drums for "out of true," or distortion, they may find the reason for this tyre wear; also, a skid on this tyre in its early life can only be shown up in its later life. I have found new drums on one 8 h.p. car to be out of true.

Hounslow, Middlesex. MAC.

"STRANGULATION POLICY"

Is British Traffic Choking to Death?

[62764.]—It is the industry which is strangling itself. In the plethora of its excess the arteries are choked (see leading article, June 9).

More and wider roads are no solution. Yellow bands have been tried and only succeeded in banding together cohorts of barely used cars.

In our tight little island, with not nearly enough land for that essential of life—food; sprawled upon with thousands of four-acred schools, now increasing at an alarming rate, the time is rapidly approaching when a car will be a liability that only the very rich can shoulder.

With the freeing of petrol, every Tom, Dick and Harry—and every Maudie and Jane—who has a car wants to use it for any and every trivial journey.

It just can't be done. There is no room to move—even if the car is in a fit state to run. Without a voluntary withdrawal from the roads of those cars which cannot make the grade but hold up the traffic, and a more intense campaign by the police against the "thruster" who uses his speed—but not his sense—to jeopardize other road users, that scourge of freedom, compulsion, will rear its ugly head.

No Government can allow the strangulation of its life-blood by selfish congestion of the roads. Time is money and time lost can never be recovered. And in this fast-moving age the period between survival and doom is infinitesimal.

Even were we to build double tracks through our cities and towns, at a fabulous expense, the increase in the average speed of the traffic would be so small as to be useless, for the cross-streams of traffic would still be the insurmountable obstacle. W. DELL.

Shirley, Surrey.

PIPELINES

The "Drill" for Satisfactory Results

[62765.]—Referring to [62724], providing the following drill is applied, no trouble at all should be experienced with flexible fuel and oil pipes.

(1) Ensure that the type of hose to be installed has been approved by the Royal Aircraft Establishment at Farnborough, and when ordering clearly state whether the pipe or pipes are required for petrol or oil, and the peak pressure to be encountered.

(2) When installed, the tubing should be of sufficient length to obviate any possibility of the hose being strained, particularly immediately behind the end connections, and, if necessary, elbow connections should be employed.

(3) Obviate any possibility of the hose chafing against the engine or frame and ensure that the tubing does not come in contact with any moving parts.

(4) If possible avoid the use of non-swivelling male connections, as the tubing is liable to be torsionally strained when being assembled.

Finally, return the tubing periodically (it is suggested at the end of each season) to the manufacturers for inspection and test—most well-established manufacturers will be only too pleased to carry out this work free of charge.

C. MANN, Director,

London, N.4. The Power Flexible Tubing Co., Ltd.

EUROPEAN DIESELS

U.S.A. Types Not Comparable

[62766.]—Your correspondent Mr. H. Kummen [62716] asks for comment on a statement made at a recent meeting of American automotive engineers that "types of diesel engines acceptable in Great Britain and on the Continent would not be tolerated in this country because of their limited power, generally rougher performance and lack of economy."

Another instance of banging the big drum, I am afraid.

To deal with the phrase "because of their limited power." British diesels of 250 b.h.p. are available for road duties where this power is necessary. For example, the Meadows 6DC970, in its pressure-charged form, delivers this power. Most general applications, however, can be handled satisfactorily by a real everyday output of 125-150 b.h.p., which is the normal rating

CORRESPONDENCE . . . . . continued

for medium-heavy traffic in the U.K. Engines and vehicles in these categories are giving good service all over the world and are handling the most arduous duties.

The British automotive diesel engine compares more than favourably with the product of any other country on the score of "roughness of performance." This includes general well-mannered controllability. Current British diesels are surprisingly smooth and quiet in operation. Development is, of course, continuous, and the new Leyland Aphonic injector, now standard, is an example. From the information at my disposal I learn that the Californian highways are troubled with smoking, smelling "oil-burners." It is very rare indeed to encounter diesel smoke in any quantity on British roads. For one thing the British operator is very keenly aware that diesel smoke costs money and the authorities do not take a very tolerant view of such vehicles.

The statement as to fuel consumption is completely at variance with the facts. No American manufacturer can offer a normal production diesel which can approach the guaranteed specific fuel consumption of leading British engines: 0.36 or 0.37lb per b.h.p. per hour can be obtained from engines produced by, for example, Gardners, Leylands, A.E.C. or Meadows. On some engine types figures even better than these are available. Comparisons are sometimes odious but it is fair to point out that the average American engine is well over 0.4 and some are almost up to the 0.5 mark. It is true to say that the average British engine is at least 20 per cent better than the average American on the score of fuel economy. These facts are indisputable and easily verified.

The medium-sized diesel vehicle has been very highly developed indeed in the U.K. with a degree of economy, reliability, smoothness and long life that has not been equalled elsewhere. These qualities are such that very few British operators now use petrol for anything but the smallest vehicles. This is not yet the case in U.S.A. R. L. FOWLER, A.M.I.Mech.E.

Epsom, Surrey.

DISABLED CONVERSIONS

Servos Essential for Finger-light Operation?

[62767.]—I am interested to read Mr. J. R. Edisbury's comment [62742]. I should very much like to know how he gets "finger light" control without assistance.

If this is possible in the ordinary way, why do the manufacturers put pedals, with a ratio of anything from 5 to 8 : 1, to operate the clutch, which evidently needs considerable pressure to take the drive? It stands to reason that the same pressure must be exerted to release it, otherwise the clutch would slip.

As the designer of what he calls "multiple servo mechanisms," I should like to tell him, being a disabled man myself and the patentee of the Feeny and Johnson outfit, that this was laid out in the simplest possible manner to make what are literally "finger light" controls, and at the same time foolproof.

The outfit referred to is the simplest possible arrangement, and to the best of my knowledge, despite a tremendous lot of experimental work, I have yet to find a more simple way of overcoming the difficulties. If your correspondent is in London in the near future, I should be very pleased to see his conversion. M. E. JOHNSON.

Wembley, Middlesex.

AMERICAN QUALITY

Tribute to a 1931 Cadillac V Eight

[62768.]—I am one of the many regular readers of your excellent publication, which is eagerly awaited here each week.

I thought you might be interested in my 1931 Cadillac V-eight tourer, which is now well past the 180,000 miles mark. It is still in nearly perfect condition, even after an unbelievably small amount of repair work. The engine itself (a side-valve 40 h.p.) has had one set of rings and valves at 100,000 miles, and nothing else. The aluminium Fleetwood body is entirely free of any rattles or noises, and is virtually as good as new. The paintwork, as you see it in the photograph, is original. As for the front and rear suspension, only the shock absorbers have been overhauled (once).

My purpose in transmitting this information is to show that the American car industry did, at one time at least, produce a car comparable in quality, durability, and elegance of design to the finest English and Continental *marques*, and did so at probably a considerably lower cost than its European counterparts. The price in 1931 was around $5,000.

Victoria, British Columbia. HANS GRUBER.

A Canadian reader's fine 1931 Cadillac.

HALT SIGNS

Which is the Right Way Up?

[62769.]—The Scribe's remarks on the value of halt signs (May 26) makes me wonder just how many of these signs are legal. Certainly within a five-mile radius of my home more than half of these signs have the triangle upside down, i.e., point downwards. In one local town *all* the signs are this way. In view of several court rulings—cases dismissed over this very technical illegality—is it not time that they were all corrected?

How many readers spotted that even the halt sign depicted in Barry Appleby's sketch illustrating The Scribe's remarks was wrong way up! E. HAWKESWORTH

Loscoe, Derbyshire.

[The confusion over the triangle is regrettable. The original legislation described a sign with the triangle point upwards, but it was subsequently recommended that the triangle should be reversed in order to conform with international practice. It is this procedure which is going on now and which, as announced in the House of Commons last week, will shortly be legally covered.—ED.]

CONVERTER ARCING

Caused by Back E.M.F

[62770.]—As a radio engineer I was surprised to read the remark of Mr. J. H. Worth in [62751] relating to the use of a resistance dropper on a 6-volt car radio when in use on a 12-volt supply. Mr. Worth is apparently unaware of the fact that the arcing at vibrator contacts is caused by the back e.m.f. set up when the current through the vibrator and transformer is broken, the result of the inductance of the transformer windings. In a normal case this e.m.f. will be considerably in excess of 12 volts, probably nearer 100 volts, and it is dependent only upon the current flowing in the circuit immediately before the contacts break. As this current will be the same under both 6-volt and 12-volt (with resistance) conditions, then a similar degree of arcing will take place in both cases, and the argument put forward by Mr. Worth is completely invalid.

The only valid objection to the use of a resistance dropper is that of wastage of power, as the power dissipated to waste in the resister is equal to the consumption of the set.

Hoping this may clear up this point. M. L.

Daventry, Northamptonshire.

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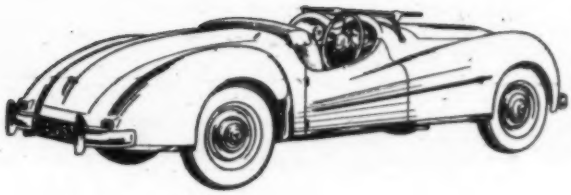

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The Autocar READERS' SERVICE

Week by week The Autocar answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

Sleeving Down for Economy

I have just bought a 1935 21 h.p. Talbot and in view of the increase in the cost of petrol I am considering sleeving the bores down from 75mm to 66mm. I am aware that the compression ratio would be reduced but with the present petrol it might be an advantage. I would like to have your comments.
Ulverstone, Lancashire. *H. A. F.*

WHILST it might be possible to do this job without an unduly bad effect on engine cooling, it should be remembered that it probably would not make a very worth while petrol saving. You would have to use the gear box much more extensively, and whereas a normal lower powered car would be more economical, your engine would still have to do the same work in propelling a heavy engine and heavy car.

Even if you installed a smaller engine, known for its economy, it would be found that the customary petrol consumption of that engine would rise considerably by virtue of the extra work it would have to do. It is therefore doubtful whether your suggestion is worth the work and cost involved.

De Dion Rear Axle

I have often seen references in your columns to a De Dion rear axle and would be glad if you would explain what this means. *A. P. D.*
Stourbridge, Worcestershire.

THE De Dion rear axle is normally used for racing cars only and it differs from the normal type inasmuch as the differential housing is bolted to the chassis, and the drive taken to the wheels by half shafts each with universal joints. The wheels are located by a separate axle beam which curves round the differential housing and is connected to it so that it cannot move laterally but is, at the same time, free to move in an up and down direction.

The purpose of this construction is to reduce the unsprung weight, which is particularly important on a racing car because the car itself is so light and it is easy for the ratio of sprung to unsprung weight to be bad. One of the main reasons why the De Dion axle is not very suitable for touring cars is that the universal joints in the half shafts have to withstand a good deal of running out of true, which causes more wear than with a normal axle.

As a point of interest this axle was designed in the last century!

Brake Snatch

I have recently acquired a 1934 10 h.p. B.S.A. saloon. The car has been well looked after and runs extremely well for its age, but there is a very marked tendency for the front brakes to grab if sudden pressure is put on the pedal—especially down hill or on a rough surface. The brakes were relined and the drums skimmed only about 1,000 miles ago, so they should be in good condition.

Have you any experience of grabbing on the front brakes of this model, or could you suggest how it might be remedied? *C. H. M.*
Banstead, Surrey.

WITH the type of brake layout found on your car, the grabbing may be caused by excessive movement of the front axle, which may arise from worn shackle pins on the springs, or worn shock absorbers. There may also be excessive play in the joints of the brake operating mechanism by this time. It would also be worth looking at the pivots of the brake cross shaft, which transmits the motion from the pedal.

Vibrations

I have a 1938 Austin Ten which I bought last year. I recently had a reconditioned engine fitted and a new dynamo, starter and distributor. The new engine was carefully run in but after a relatively short distance had been covered it developed a vibration at about 30 m.p.h. in top gear. If I increase speed the vibration seems to disappear. *E. A. B.*
London, N.W.1.

THIS is one of those mysterious troubles of which diagnosis is impossible without examination of the car. However, it may be that your previous engine was particularly smooth and that the reconditioned engine now fitted is not quite so well balanced. It seems rather, however, that the transmission may be the cause of the trouble as you experience vibration in top gear only, whereas if it were caused by the engine it would probably be experienced at the same engine speed in other gears It would therefore be worth while making a careful examination of the drive.

Excess Carbon

My 1933 Austin Seven was rebored for the first time at 83,000 miles in February, 1949, and new valves and guides, and new pistons and rings were fitted. Before the rebore, oil consumption was about 1,000 miles per pint, but since then it has been about 300 miles per pint. This slight increase does not worry me unless it accounts for the following complaint.

Before the re-bore, the car would go satisfactorily for up to 20,000 miles before decarbonizing, and seven of the original valves were still fairly good, apart from wear on the stems, when it was rebored. It ran many miles satisfactorily on Pool petrol. Since the rebore, it goes only about 3,000 miles, and on the last occasion, 1,000 miles, before the tops of the exhaust valve stems become sticky, and the valves fail to close properly; unless cleaned immediately, the exhaust valves become damaged.

I have had two new sets of exhaust valves since the rebore, in 10,000 miles. My garage blame the present petrol, but I feel there may be some other cause.
Ilkley. *J. K.*

THERE is probably nothing seriously wrong with the engine, but it may not be so well adjusted as regards auxiliaries as it was before the rebore.

If the ignition circuit is sound and accurately set and, similarly, the carburettor delivers the correct mixture, you should not suffer from extra carbon deposits. The accurate adjusting of these factors should result in maintaining the plugs and combustion chambers a good clean, iron-grey colour.

Military to Civil Licence

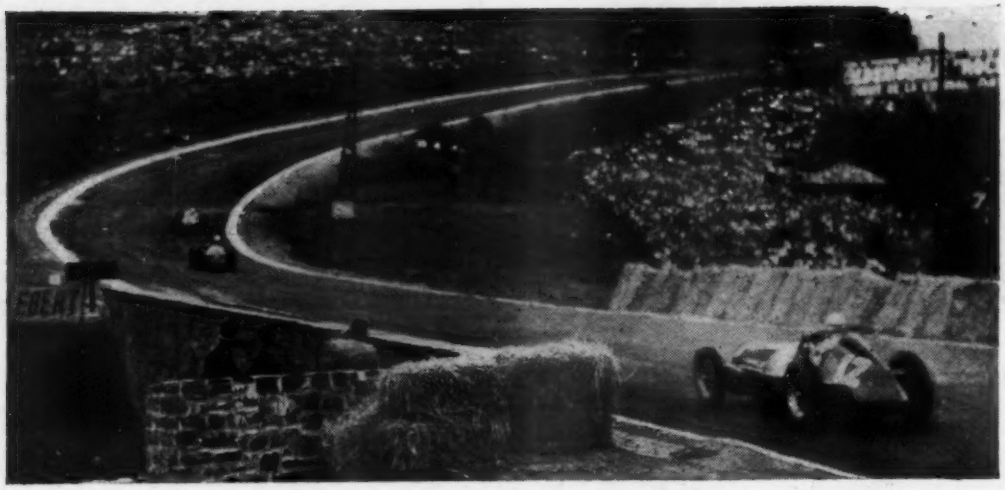
I am at present in the Army but wish to obtain a civilian driving licence. Is it necessary to pass a civilian driving test? *T. A. L.*
Birmingham.

IF you can obtain a certificate of competence to drive from the military authorities (this is done through your unit) it will enable you to get a full civilian licence. Failing this, it will be necessary to take the driving test.

Importing Cars

I have a Ford Prefect and would like to know how long I must keep this in B.A.O.R. before I am excused purchase tax on posting to the U.K. *F. P.*
B.A.O.R. 4.

THE appropriate paragraph from the relevant regulations is as follows: "On a *bona fide* change of residence of the owner to the United Kingdom, however, a car which has *been in the importer's private possession and use abroad for at least two years* prior to importation may, as a concession, be admitted without payment of customs duty and purchase tax. (It should be noted that use by previous owners of a car does not count towards the requisite two years). For this purpose the importer would be required to furnish a declaration as to the facts referred to above and also give an undertaking to pay the appropriate customs duty and purchase tax if the car is sold or otherwise disposed of within two years of the date of importation."



This view of the difficult climbing bend after the Eau Rouge corner illustrates the wide, beautifully surfaced, road which now makes Francorchamps the fastest circuit in Western Europe.

RECORDS FLY AT FRANCORCHAMPS

FANGIO WINS BELGIAN G.P. FOR ALFA ROMEO, FAGIOLI—2 AND ROSIER (TALBOT)—3 : ENGINE FAILURE ENDS BRILLIANT INTERVENTION BY SOMMER

THE Belgians suspected that recent road widening, resurfacing and the smoothing out of the Stavelot hairpin had made the Francorchamps circuit the fastest in Europe, and when practising for the Belgian Grand Prix started, confirmation was soon obtained. Farina, current leader in the contest for Championship of Europe, took out a 158 Alfa Romeo and did a lap in 4min 37sec at a speed of 114.03 m.p.h. This was 12.3 m.p.h. better than his fastest lap last year on a Maserati and a clear 12 m.p.h. better than Wimille's best lap on the winning Alfa in 1947. He was actually 42 seconds faster than Lang's record lap with the 3-litre Mercedes in 1939, although Lang in those days had 813 yards farther to go.

Nor was the excitement yet over. Fangio then got into the same car and exactly equalled Farina's time. Rarely has there been such a striking demonstration of equal ability by two front-rank drivers under identical conditions, and it provided convincing evidence of the stature the Argentine champion has attained in his short career in top-rank racing.

Ferraris sent only two cars. They arrived late and seemed to have been hurriedly prepared. Development work is still being done on the De Dion rear axle, as the universals gave trouble at Berne, so Villoresi was using the latest twin-cam two-stage 1½-litre engine in the long Monza chassis with swing axles at the rear, and Ascari had a similar chassis but with the unblown 3.3-litre three-carburettor single-cam engine used for the Mille Miglia. This unit is said to give about 260 b.h.p.

After some time on brake adjustments necessitated by a new type of drum, Villoresi went out at the same time as Sommer, who was driving his own old model Talbot, in the absence of a Ferrari. A magnificent duel ensued for several laps during which Sommer actually equalled Villoresi's best time of 4min 47sec. Ascari could manage only 4min 49sec, and the best of the works Talbots, with the twin ignition heads and triple horizontal carburettors, said to give 40 b.h.p. more than Sommer's engine, achieved only 4min 52sec in the hands of Etancelin.

Attracted by the news of these developments, a record crowd swarmed over the forest slopes of the Ardennes on Sunday.

The R.A.C. of Belgium favours a small and select entry, and expects them to cover the full traditional Grand Prix distance of 500 kilometres. The big question was, therefore, could the Alfas succeed where the Maseratis failed last year and make up enough time on the Talbots to cover the extra fuel stops needed with the blown 1½-litre engines?

With a blown 1½ and an unblown 3.3-litre, Ferrari seemed to be backing both horses.

At the line-up on the sloping grid opposite the grandstand, Farina, Fangio and Fagioli had front line positions for their Alfa Romeos, then came Villoresi and Sommer, then Ascari in the third row, providing a splash of red among the blue works Talbots of Etancelin, Rosier, Giraud-Cabantous, Levegh (a single ignition head, this one) and Chaboud. Finally there were the remaining independents, Claes of Belgium with his yellow Talbot, Crossley on his British Alta and Branca on a 4 CL Maserati.

With a terrific burst of acceleration, Fangio snatched the lead from Farina as they went into the difficult turn on the bridge over the Eau Rouge, and both Villoresi and Ascari managed to insinuate themselves in ahead of Fagioli, while Sommer clung to the tail of the Italian pack, ahead of all the works Talbots.

Almost at once Fagioli closed up and passed Villoresi to put the Alfas in first three places, and Ferrari hopes suffered

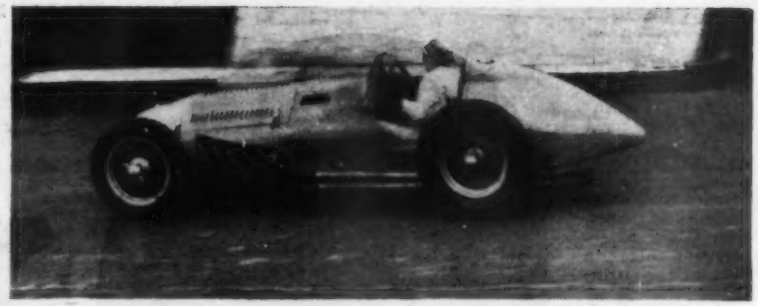
Taking the slightly banked hairpin at La Source, Farina leads Fangio and Fagioli, all three on Type 158 Alfa Romeos.

a setback after two laps when Ascari came into the pits with a flat rear tyre and lost over 30 seconds changing the wheel. Fangio and Farina were duelling together only a few yards apart, and steadily drawing away from the other cars, and then on the seventh lap Farina closed in and took the lead. Fagioli was still third and Villoresi fourth, with Sommer close behind, driving with astonishing verve, pressing him hard at every twist and turn of the circuit. Sixth and seventh were the Talbots of Etancelin and Rosier, both successfully holding off Ascari, but suddenly the Talbot pit was busy; Levegh came in for plugs and Giraud-Cabantous coasted in to retire.

After eight laps the tail-end cars were being lapped by the leaders and Villoresi dived past Crossley opposite the grandstand. Then, amid wild excitement, Sommer closed up and passed Villoresi at Burnenville, placing himself fourth behind the three Alfas, which were just about due to refuel.

At eleven laps Fangio stopped for fuel and Sommer moved to third place. At twelve laps, Farina refuelled and Sommer moved up another place. At thirteen laps Fangio stopped for fuel, and Sommer was leading the race, 26 seconds ahead of Farina! By magnificent driving he held the lead for four laps.

A rare smile lights up the face of Juan Manuel Fangio, victor in the record-breaking Belgian Grand Prix on the Francorchamps circuit. On the left is the veteran Fagioli, who took a well-deserved second place.



Etancelin, driving one of the new twin-ignition Lago Talbots, diving downhill past the pits. He held sixth place for a time, but retired at fourteen laps.

Position at 16 laps

1. Talbot (Sommer), 1h 11m 44s (110.11 m.p.h.).
2. Alfa Romeo (Farina), 1h 12m 05s.
3. Alfa Romeo (Fangio), 1h 12m 06s.
4. Alfa Romeo (Fagioli), 1h 12m 08s.
5. Ferrari (Villoresi), 1h 13m 11s.

Meanwhile Etancelin had retired with water pouring from his engine. Ascari, although using an unblown engine, was apparently unable to match the range of the Talbots and at 16 laps stopped to refuel and change the other rear tyre, without dropping a place. Villoresi followed him in for fuel next time round, but the engine was beginning to misfire and soon he was in again changing plugs.

Farina and Fangio were steadily closing up on Sommer and at 18 laps they again got ahead of the flying blue Talbot, but it was still ahead of Fagioli and there was clearly no great margin of security if the Alfas were going to stop for fuel again before the end of the race. There was a sudden stir in the Alfa pit and some coming and going to the time-keepers. It really looked as if there had been some miscalculation, and they may have thought Sommer was a lap behind instead of right in amongst them. Could the red cars be speeded up? It seemed doubtful if they had much in hand. Farina had just established a new lap record in 4min 34.1 sec (115.4 m.p.h.) and Fangio's best was only ⅔sec longer, while news came from the timed 5 kilometre stretch at Masta that they were exceeding 180 m.p.h. They were obviously hurrying already. Their first fuel stops had cost them nearly 30 seconds per car and the second stops might be longer if tyres were needed.

However, the suspense did not last long. At 20 laps Fangio passed Farina, and Fagioli came by in third place. The crowd craned their necks. Where was Sommer? Seconds later he coasted in. His engine had broken up. Very soon he was joined by Chaboud, so that the only Talbots still running were Rosier's new one and the older types driven by Levegh and Claes.

With no threat now in sight, Alfas could bring in first Fangio, then Farina and Fagioli on successive laps for a second load of fuel and a change of rear tyres, executed neatly in 38-40 seconds per car. At 29 laps Fangio again took the lead from Farina while Fagioli kept on in excellent style some 40 seconds in the rear. Rosier was clinging tenaciously to fourth place and Ascari was working hard a lap behind.

All seemed set for a nice 1-2-3 Alfa victory, but with only three laps to go Farina came in to the pits and after a brief word with Guidotti continued at reduced speed. His transmission was failing. With two laps to go Fagioli had moved into second place and Farina was slowing rapidly. One lap from the end, Rosier, last year's winner, caught him and snatched third place; a fitting reward for a steady and unrelenting chase.

RESULTS

Race distance: 35 laps of 8.77 miles. 307.1 miles.

1. Alfa Romeo (Juan Manuel Fangio), 2h 47m 26s 110.048 m.p.h.
2. Alfa Romeo (Luigi Fagioli), 2h 47m 40s. 109.894 m.p.h.
3. Lago Talbot (Louis Rosier), 2h 49m 45s
4. Alfa Romeo (Giuseppe Farina), 2h 51m 31s.

Also running at end: Ferrari (Ascari) 1 lap behind. Ferrari (Villoresi) 2 laps. Talbot (Levegh) 2 laps. Talbot (Claes) 3 laps, Alfa (Crossley) 5 laps, Maserati (Branca) 6 laps.

Sports Cars at Goodwood : B.A.R.C. Meeting

THE British Automobile Racing Club meeting at Goodwood, on Saturday, ran true to form with an almost unrivalled selection of sports cars assembled for battle. The weather man's forecasts were accurate and rain held off, even though it was cloudy throughout the day. The paddock, as usual, was filled with interesting cars, of which the blue 3½-litre Delahaye of R. R. C. Walker and John Cooper's 1,250 c.c. M.G.-engined sports two-seater shared honours.

The latter, with Stirling Moss in command, set the pace with the fastest lap in the first race, for cars up to 1½-litre unsupercharged, at 74.5 m.p.h., although the winner was the H.R.G. of G. A. Ruddock. Excitement rose to a height when cars over three litres unsupercharged raced in the fourth event. From the start Walker's Delahaye, driven by G. Jason-Henry, led from the 4-litre Darracq of G. F. A. Gale. Gale tried everything to catch the Delahaye, finally taking very close second place.

The race of the day was the third five-lap handicap in which C. le S. Metcalfe, 995 c.c. Fiat, and J. C. G. Gilbert's 1½-litre H.R.G. both started with a 2min 19sec handicap and finished with the Fiat taking first place by about half a bonnet.

The meeting was an undoubted success and, as with all members' meetings, a source of special satisfaction to the enthusiast for whom potent road cars are of greater interest than racing machines.

PROVISIONAL RESULTS

Scratch races (5 laps of 2.4-mile circuit):

Up to 1,500 c.c. (a): 1. H.R.G. 1,496 (G. A. Ruddock), 10m 3.6s, 71.58 m.p.h.; 2. M.G. 1,250 (J. T. Sutherland), 10m 10.4s; 3. Lester M.G. 1,467 (J. C. C. Mayers), 10m 12.6s. Fastest lap: Cooper 1,250 (S. Moss), 1m 56s, 74.5 m.p.h.

Up to 1,500 c.c. (b): 1. M.G. 1,497 (R. E. Molyneux), 10m 55.4s, 65.91 m.p.h.; 2. M.G. 1,086 (L. J. Woods), 10m 56.2s; 3. M.G. 939 (E. W. Filer), 10m 58.4s. Fastest lap: tie, R. E. Molyneux, L. J. Woods 2m 9.0s, 67.00 m.p.h.

1,501 to 3,000 c.c.: 1. Frazer-Nash-B.M.W. 1,971 (R. F. Peacock), 9m 46.4s, 73.67 m.p.h.; 2. Healey 2,443 (C. K. Mortimer), 9m 53.2s; 3. S.S. Jaguar 2,696 (J. K. B. Brise), 10m 57.4s. Fastest lap: R. F. Peacock, 1m 55.0s, 75.10 m.p.h.

Over 3,000 c.c.: 1. Delahaye 3,557 (G. Jason-Henry), 9m 28.8s, 75.94 m.p.h.; 2. Darracq 3,996 (G. F. A. Gale), 9m 29.2s; 3. Jaguar 3,496 (J. H. Craig), 9m 41.4s. Fastest lap: G. F. A. Gale, 1m 50.4s, 78.26 m.p.h.

Handicap races (5 laps of 2.4-mile circuit) A: 1. Jaguar 3,486 (J. H. Craig), 11m 5.2s, 73.84 m.p.h.; 2. Frazer-Nash-B.M.W. 1,971 (R. F. Peacock), 11m 7.6s; 3. Frazer-Nash 1,971 (T. A. D. Crook), 11m 20.0s. Fastest lap: J. H. Craig, 1m 49.0s, 79.3 m.p.h.

B: 1. Lagonda 4,467 (J. Goodhew), 11m 22.6s, 70.98 m.p.h.; 2. Allard 3,917 (D. D. Render), 11m 35.4s; 3. Healey 2,443 (Mrs. C. K. Mortimer), 11m 36.8s. Fastest lap: Mrs. C. K. Mortimer, 1m 55.0s, 75.10 m.p.h.

C: 1. Fiat 995 (C. le S. Metcalfe), 11m 49.0s, 62.25 m.p.h.; 2. H.R.G. 1,496 (J. C. G. Gilbert), 11m 49.2s; 3. M.G. 939 (E. W. Filer), 12m 2.2s. Fastest lap: H.R.G. 1,496 (M. J. C. Keen), 2m 3.0s, 70.20 m.p.h.

D: 1. M.G. 1,250 (J. T. Sutherland), 11m 41.8s, 69.95 m.p.h.; 2. Frazer-Nash 1,496 (D. Parker), 11m 44.0s; 3. M.G. 1,292 (W. P. U. Constable), 11m 51.4s. Fastest lap: Lagonda 4,467 (J. Goodhew), 1m 54.0s, 75.8 m.p.h.

E: 1. M.G. 1,497 (R. E. Molyneux), 11m 19.2s, 65.74 m.p.h.; 2. Cooper 1,250 (J. Cooper), 11m 26.0s; 3. Lester M.G. 1,087 (H. Lester), 11m 41.2s. Fastest lap: J. Cooper, 1m 57.4s, 73.65 m.p.h.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

Here is the latest racing version of the Simca-Gordini, seen at Berne with R. Manzon standing behind it. The engine is now bored out to 1,490 c.c. and the cars were actually run in the Monaco G.P. under Formula 1 rules, with Wade superchargers fitted; a view of the engine in this form appears on the right.

THIS is the busy season with a vengeance, with events piling one upon another every weekend. Tomorrow, of course, brings the start of this year's Le Mans 24-hour race, which should be the best ever, and it is pleasant to see that this year the B.B.C. are recognizing the importance of this famous race in British eyes and are arranging six short progress bulletins direct from the course, so that enthusiasts in this country will no longer have to rely on the faint reception of excitable outpourings of rapid French commentary to find out what is going on.

Last-minute information indicates that Peter Whitehead will act as one driver of the XK120 Jaguar, entered by Peter Walker, while the streamlined, Nash-engined, Healey will be in the hands of Tony Rolt and Duncan Hamilton. This year, the British representation is really strong, and a magnificent struggle will undoubtedly ensue.

ALSO this week-end are the Bo'ness hill-climb (tomorrow), which is the third event counting for this year's hill-climb championship, and for which an excellent entry has been received; the Vintage S.C.C.'s second Silverstone meeting (also tomorrow), which will include the new 100-kilometre race for historic racing cars, and the second Brands Hatch meeting on Sunday, with a good programme of 500 c.c. races.

THE Rallye Gastronomique appears to have been an enormous success, and preliminary reports show that British cars filled the first three places, first being a Healey driven by F/O W. D. R. Lamb, second an H.R.G., driven by R. Goyvaerts, of Belgium, and third a Daimler, in the hands of A. E. Adams.

The full story would quite obviously fill a book, but for the moment here are a few extracts from S. C. H. D.'s daily Odyssey:—

"We have feasted by candle-light in the Hospice de Beaune, its tapestry-hung walls dark with age, the huge shadows, the semi-darkness making a picture worthy of an old master. We have feasted again for five wonderful hours amid the huge casks and oddly beamed construction of a storehouse for brandy slowly ageing, this again by candle-light with traditional songs for the occasion . . . a most pleasant lunch in the open air under the trees around the Château Monbousquet, just before which there had been a wine tasting competition in an ancient town hall. It was at this point that miracles occurred, for, though no one in the world will believe it, an Englishman from Cambridge, Rapperport, tied with the most expert Madame Bourlon, for first place, then won the first of the special tests . . . next day the whole Rally went fast to Cognac, to be entertained in great style at Martell's, then off again—even faster—to Le Mans. Exshaw's Peugeot has disappeared—not because the car had trouble . . . Then came the test, a real wiggle-woggle of Monte Carlo Rally type, with a most awkward "gate," through which the cars had to be reversed at an angle . . . there was a considerable disagreement among the officials as to the exact drill, with the result that all were given a second run, fastest time to count. As a result, Lamb put up the best performance with the Healey, Goyvaerts, with the H.R.G. being a good second.

"There was an excellent lunch near Nantes, a visit to wine cellars, more tasting, and the prospect of still more on the journey to Tours . . .

"The crew of an English car stopped to make tea, to the huge enjoyment of the officials, exactly at five o'clock."

THE Isle of Man meeting was as pleasant and friendly as ever, and although the circuit admittedly has some disadvantages it is interesting and varied in character, and is a genuine road course, which automatically makes it of far greater value than the ubiquitous British aerodrome.

This meeting always seems to produce more trouble and concentrated work during the days before the race than any other, and this year was no exception. To me it always seems that practically half the entry would never reach the starting line—especially in the Manx Cup race—without the assistance and facilities provided by Alf Kelly, whose garage is always crammed to the brim with competitors' cars in varying stages of disintegration, and which never closes its doors for the forty-eight hours preceding the start. In fact, as I believe that the same applies during the whole period devoted to the motor cycle T.T. races, it is difficult to see when Alf can possibly carry on with his normal business; but he always remains as cheerful and helpful as ever, while his wife keeps the garage kettle almost perpetually on the boil and the teapot working overtime.

Alf.

THE E-type E.R.A. once more lived up to its reputation and blew up in practice, this time in a manner which might have had even more serious consequences than those which did, in fact, occur. Peter Walker was unfortunate in his choice of a spot at which to jump

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THE SPORT : continued

out when the car caught fire, and broke several ribs—but it might have been worse. Whether the car will be rebuilt again or not remains to be seen, but its unfortunate record has certainly caused many of us to wonder whether such a process would be worth the expense and effort involved.

The new 1,100 c.c. J.A.P. engine fitted to five of the Coopers entered for the Manx Cup race has obviously not yet outgrown its teething troubles, although the cars were unquestionably the fastest in the race while they lasted. Certainly, it seems that a concentrated effort must now be made to achieve reliability with these machines, which have every other virtue necessary for success.

IT is good to hear that the British Monte Carlo Rally Competitors' Club is now on the map again. Secretary is R. Gough, of Home Waters, Elms Avenue, Parkstone, Dorset.

The committee have decided to send a questionnaire to all pre- and post-war members asking them if they would like other rallies—such as the Tulip and the Alpine—included in the club's activities. Anyone who has competed in the "Monte" is eligible for membership, and the club sets out to groom, as it were, next year's British contingent by arranging tests and competitions based upon the regulations governing the eliminating tests at Monaco. All enquiries should be sent to the secretary.

THE Bentley Drivers' Club meeting at Silverstone on July 15 will comprise eight scratch races, of three laps each, and six handicap races, all of four laps except the last, which is to be a special invitation race of five laps. Members of the Vintage Sports Car Club have been invited to compete driving 30-98 Vauxhalls, 36-220 and 38-250 Mercedes-Benz, and 3-litre Sunbeam cars. Closing date for entries is July 3; these should be sent to Lt.-Col. C. H. D. Berthon, "Madges," Long Crendon, near Aylesbury, Buckinghamshire. The meeting will start at 12 noon. Admission, of course, is restricted to club members, their families and friends.

AS an aftermath of the production car race in the Blandford race meeting at Whitsun, it has been announced by the W.H. and D.C.C. that the 1½-litre class prize has now been awarded to the H.R.G. driven by Eric Thompson, as the TD M.G. of R. W. Jacobs proved to have been fitted with non-standard suspension dampers. This was apparently an oversight on the part of the manufacturers (by whom Jacobs' car was prepared), who overlooked the fact that sufficient cars had not been produced with these dampers fitted to render them eligible under the race regulations.

WESTON-SUPER-MARE speed trials will, unfortunately, not take place this year; this fact appears to have given rise to a rumour that the same fate has also overtaken the Brighton speed trials. This is, of course, not so, and this famous event will be run as planned on September 2. Regulations and entry forms will be available shortly.

J. A. C.

CLUB NEWS

West Sussex D. M.C.—Results of the driving tests, held at Myrtle Grove Farm, Findon, on June 11, are: 1, Austin Special (C.P. Smith), 36.2 marks lost; 2, Ford Ten saloon (Miss A. Field), 38.2 marks lost; 3, Commer Special (F. M. Wilcox), 53.2 marks lost.

Bristol M.C. and L.C.C.—The veteran car trial, to be run at Bristol on July 15, was inadvertantly attributed to the Riley M.C. in this column in last week's issue. This, of course, is incorrect, and the trial is being organized and run by the Bristol M.C. and L.C.C.

Seven-Fifty M.C.—There will be a rally and driving tests (for members only) at the Tunnel Hill Site, Bisley, on Sunday, June 25. The first event will commence at noon and intending competitors must sign on at the secretary's car at the site between 11.15 and 11.45 a.m.; entry fee will be 5s. There will be classes for all, including one for standard Austin Seven saloons, and the tests "will be as varied as possible, with, it is hoped, a spot of humour thrown in."

Herefordshire M.C.—This club has only recently been formed, already has a membership of about fifty, and P. D. C. Walker, of Shobdon, has consented to be the club's president.

Middlesbrough and D.M.C.—There will be racing at Coatham Sands on July 8, at 2.30 p.m. Invited clubs are the Yorkshire S.C.C., Liverpool, Darlington, Sheffield and Hallamshire, Lothian, Hartlepools and Scarborough. One-mile races in three classes will be held, followed by a ten-mile sports car race (for members of the Middlesbrough club only), and a twenty-mile handicap (for all classes).

Mid-Cheshire C.C.—A motor coach has been booked for the "Daily Express" meeting at Silverstone, on August 26. Tickets will be £1 each for members, their wives and children, and £1 5s each for non-members; two children occupying one seat will travel for £1. Enquiries to M. H. Williamson, "Oak Lea," King Street, Hartford.

A minimum mileage run has been arranged for today, June 23. Entrants will start from the White Barn Hotel, Cuddington, at 7 p.m., complete a circuit of not more than 25 miles, and finish at the White Barn for a buffet supper at 9 p.m. Entrance fee will be 2s 6d, and supper another 2s 6d; tickets for the latter from R. B. Dawson, "Glenfield," Chester Road, Hartford Northwich.

Brighton and Hove M.C.—The Brighton Rally and Concours d'élégance is always something of an event in the "rally and concours" world, and this year's event—for which regulations have now been issued—is to be run on Saturday and Sunday, July 8 and 9.

On the Saturday, competitors will rally at the "Pylons" (on the main London-Brighton road) at 11 a.m.; the run to this point will not be under observation. After a check they will proceed in convoy to a hill test, and thence to the B. and H. M.C. headquarters, 296-7-8, Madeira Drive Arches, Brighton, and sign off before the luncheon interval. The afternoon's driving tests will start at three o'clock at Madeira Drive. These will include a hairpin test, an obstacle acceleration and brake test, steering test and a box test.

The concours will follow on the Sunday, for which judging will commence at 2.30 p.m. Classes will include veteran and Edwardian cars, vintage, saloon, touring and sports cars. Closing date for entries is June 28. The following clubs have been invited to compete: B.A.R.C., North-West Lindon M.C., W.H. and D. M.C., Aston Martin and Mid-Surrey A.C.

Veteran C.C.—At a general meeting on Sunday, June 4, at the Cullompton Hotel, Cullompton, Devon, a south-western section of the Veteran C.C. was formed. Honorary Secretary is R. Barton, of 2, Walmer, Mannamead, Plymouth.

Horsham and D. M.C. and L.C.C.—Both cars and motor cycles competed in the Guildford Cup trial, run on May 25. D. Cotton, driving his Cotton Spl, gained a first-class award, and shared the team award with H. Clayton (Clayton Spl.).

North London Enthusiasts' C.C.—The club's annual driving tests were held on June 3 at Whelpley Hill Village, near Chesham, Buckinghamshire; there were thirteen competitors. Best performance of the day was put up by J. Evans, in an Austin Twelve saloon; runner-up, M. D. L. Gordon, driving a Jowett Javelin.

Hagley and D.L.C.C.—On Sunday, June 4, E. J. Reynolds, driving a 1,172 c.c. supercharged Dellow, won the club's Sporting Half Day event, held at Brookhampton Farm, near Stourport. Mrs. R. B. Lowe, in a 1,172 Dellow, won the ladies' class by three points from Mrs. Joy Cooke, driving a 1,172 Ford saloon, and Ken Wharton, in his 1,172 Ford saloon, won the closed car class from J. L. Shaw's 1,250 M.G. L. J. Oliver (1,172 Oliver), first in the open car class was G. Jones (1,250 M.G.), and second Runner-up for best performance of the day was J. B. Beasley's 750 c.c. Austin.

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COMING SHORTLY

JUNE.—23.—Mid-Cheshire C.C. Minimum mileage run, White Barn Hotel, Cuddington, 7 p.m.
23.—Bugatti O.C. Midsummer dance, Phyllis Court Club, Henley-on-Thames, 8 p.m. to 2 a.m.
23-24-25.—**Rhône Rally, France.**
24.—**Scottish S.C.C. Speed hill-climb, Bo'ness.**
24.—Vintage S.C.C. Race meeting, Silverstone.
24.—Chester M.C. Sprint trials, Summers' Drive, Queensferry, 2 p.m.
24-25.—Maidstone and Mid-Kent M.C. Margate rally, St. George's Hotel, Cliftonville, Margate, with concours d'élégance on Sunday, June 25.
24-25.—Severn Valley M.C. Midsummer night rally. Starting from the Sheldon Oak Hotel on Saturday evening, finishing Portmeirion Hotel, for a concours d'élégance, hill-climb and driving test on Sunday morning, with luncheon to follow.
24-25.—Midland A.C. Welsh rally.
24-25.—**Le Mans 24-hour race, starting 4 p.m. on Saturday, June 24, on the Circuit de la Sarthe, Le Mans, France.**
25.—**Vila Real Races, Portugal.**
25.—Malden and D.M.C. Gymkhana, Slough Farm, Telegraph Lane, Claygate, Surrey, 3 p.m., followed by social evening.
25.—Seven-Fifty M.C. Bisley rally and driving tests, Tunnel Hill site, Bisley, 12 noon.
25.—Bentley D.C. Noggin and natter to welcome new members, Crown Hotel, Blandford, Dorset, 7 p.m. onwards.
25.—500 Club. Race meeting, Brands Hatch, nr. Farningham, Kent, starting 1 p.m.
25.—Yorkshire S.C.C. Production car trial, Keighley, Yorkshire.
25.—M.'. Car Club (N.W. Centre). Summer rally, Cheshire.
25-29.—**Opatija races, Yugoslavia.**
29.—**Ombrie Tour (Perouse), Italy.**
30 to July 1.—B.A.R.C. Eastbourne rally, with midnight concours d'élégance and ball on Friday, June 30, at the Winter Garden and Dance Hall, Eastbourne, and rally on Sunday, July 1, starting approximately six miles from Polgate (on London-Eastbourne road) at 9.30 a.m. Driving tests in afternoon on the seafront.
2.—West of England M.C. Trial, Tiverton.
2.—Leicestershire C.C. Bat-Bo Trophy night trial, Leicestershire.
2.—Darlington and D.M.C. Peat sporting trial, Catterick Bridge.
2.—**A.C.F. Grand Prix, and Course des Petites Cylindrées, Rheims, France.**
2.—**Sierre-Montana-Crans hill-climb, Switzerland.**

IN BRIEF

A Ford service week is being held at two London depots of Dagenham Motors, Ltd.—374, Ealing Road, Alperton, and 8-12 Sangley Road, Catford—ending tomorrow, June 24.

A new catalogue for traders published by Trico-Folberth, Ltd., Great West Road, Brentford, Middlesex, deals comprehensively with all types of Trico windscreen wipers, their construction, spares and conversion aspects. Air-horns, traffic indicators, screen washers and other products are included.

Mr. L. E. C. Stewart, south-western area representative of Vokes, Ltd., has now taken over, in addition, the representation of Vokes' midland area, which embraces Lincolnshire, Nottinghamshire, Leicestershire, Staffordshire, Derbyshire and Shropshire and North Wales. His private address is: Oaklands, Shurdington, Cheltenham, Gloucestershire. Telephone: Shurdington 225. Mr. E. J. Lawrance, who has handled Vokes' products for some years in the south and south midlands, now includes the eastern counties of Norfolk, Suffolk and Cambridge within his area. His private address is: 27, Winchester Road, Walton-on-Thames, Surrey. Telephone: Walton-on-Thames 5198.

A catalogue of motoring books, which is almost a book in itself, has been published by F. and E. Stoneham, 1-3, Station Buildings, New Bridge Street, London, E.C.4, and is available on request without charge.

The agreement between the Harold Andrews Grinding Co., Ltd., of Bristol Road, Birmingham, 29, and Specialloid, Ltd., whereby Hagco cylinder liners and other products were handled by Specialloid, has been terminated. Pending further marketing arrangements orders and enquiries should be addressed to the Bristol Road offices.

The annual drawing and handicrafts competition, organized on behalf of the Worshipful Company of Coachmakers and Coach Harness Makers of London, the Society of Motor Manufacturers and Traders, the National Federation of Vehicle Trades, and the Institute of British Carriage and Automobile Manufacturers, resulted in the submission of a wide variety of outline drawings and coloured perspectives of four-door four-light saloons.

Other design competitions included the ventilation of a four-door saloon, seating of a six-seater and a variety of commercial vehicles.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15490.—1938 Riley Twelve Kestrel

"D. W. H."—All possible information and a handbook.

No. 15491.—1938 10.48 h.p. Adler

"L. O."—All possible information on maintenance and a handbook.

No. 15492.—Fitting Four-speed Box

"G. A."—Hints and tips as to the most suitable four-speed gear box to fit to a Ford Eight engine.

No. 15493.—1936 2½-litre S.S. Jaguar

"A. O."—All possible information and tips on fitting a Roots-type supercharger. Also a handbook.

No. 15494.—Wolseley Wasp

"D. W. H."—All possible information and a handbook.

No. 15495.—1928-33 20 h.p. Rolls-Royce

"H. A. S."—Practical experiences with this make, and information as to the best model to purchase, and what fuel consumption may be expected.

No. 15496.—Handbooks Required

"A."—1937 Talbot 75.
"A. A. T."—1936-37 Riley Nine Merlin with Wilson gear box.
"G. F. F."—1933 23.9 h.p. Humber.
"R. H. F."—1935 12 h.p. Austin.
"A. P."—Jowett Eight.
"E. M. H."—1934 Riley Twelve Kestrel.
"M. P."—1935 Sports Talbot 75.
"J. G."—1933 12 h.p. Armstrong Siddeley.
"K. W. S."—1927 Swift. 1928 Clyno.

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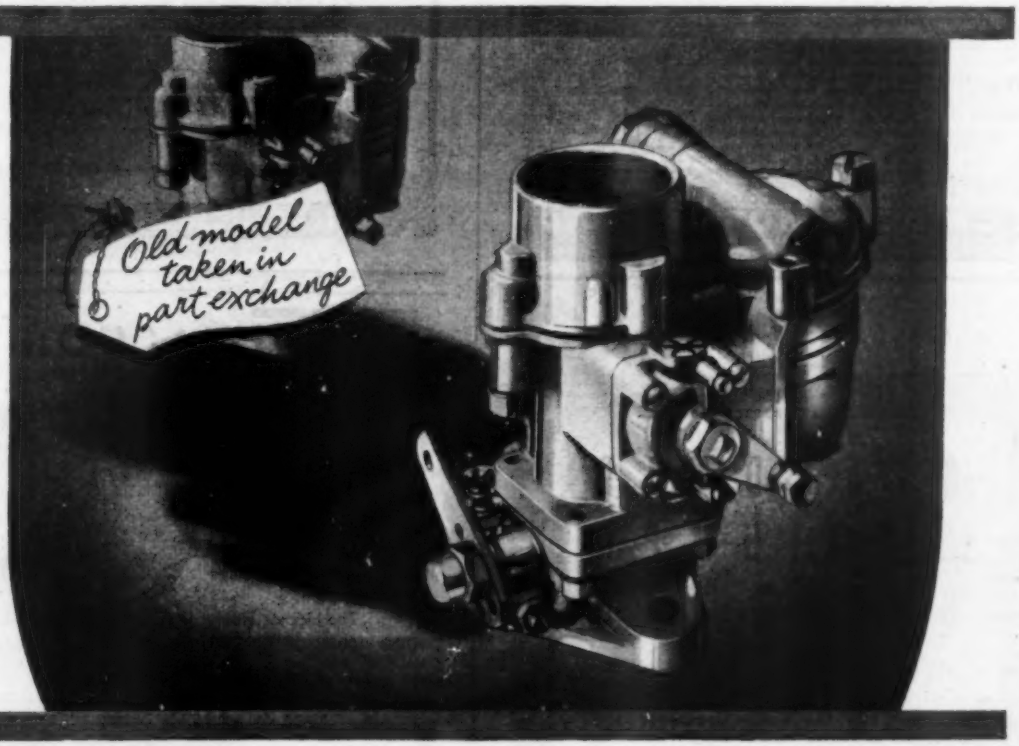

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VAUXHALL 14 h.p. Saloon de luxe, 1947, late property of country bank manager, taxed half duty, very low mileage indeed, radio, heater, etc. £750
ARMSTRONG SIDDELEY 16 h.p. Saloon de luxe, 1947, immaculate fawn finish, with hide interior to match, air-conditioning, nominal mileage £895
AUSTIN 8 h.p. 4-door Saloon de luxe, 1946, one lady owner since new, maintained by expert staff, very clean condition indeed £495
AUSTIN 8 h.p. Saloon de luxe, 1946, similar to above but slightly higher mileage, not quite as immaculate as our other post-war cars £475
AUSTIN 10 Saloon de luxe, 1947, registered March, finished in black with unmarked brown hide interior, speedo. reading 12,952 miles £595
AUSTIN A.40 Devon 4-door Saloon de luxe, 1949, black, one owner only, sparingly used since new, fitted heater, showroom condition. Opportunity £845
HILLMAN 10 h.p. Minx Saloon, 1947, finished grey with blue leather, most outstanding condition, tip-top mechanical order £650
HILLMAN 10 h.p. foursome drop-head coupe, 1947, speedo. 13,481 miles, scrupulously maintained by previous owner. Original tyres £665
SUNBEAM TALBOT 2-litre 14 h.p. Sports Saloon, 1948/9, literally as brand new, finished in granite grey, fitted heater and radio £935
STANDARD 8 h.p. Saloon de luxe, 1947, lady owner, fitted radio, heater, discs, demisters, maintained regardless of expense. Special bargain £595
STANDARD 8 Saloon de luxe, 1946/7, similar model to above, but a shade less immaculate, splendid car mechanically, new set of tyres £425
STANDARD 8 foursome drop-head coupe, 1947, immaculately finished in dove grey with blue upholstery, whole car spotless order £515
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ROVER 16 h.p. Saloon, 1947, Rover green, stored eight months, very low mileage, several extras, original tyres in first-class order £985
ROVER 16 h.p. Sportsman's Saloon, January 1947, scarce and highly desirable car, one owner since new, radio and heater, etc. £1,050
JAGUAR 2½-litre special equipment Saloon, 1946, black, brown hide unmarked, air-conditioning, radio, and other features £815
JAGUAR 3½-litre Sports Saloon, 1946, tip-top mechanically, engine reserviced before being offered for sale, radio, heaters, etc. £875
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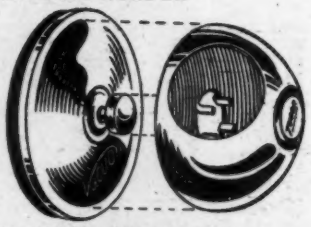

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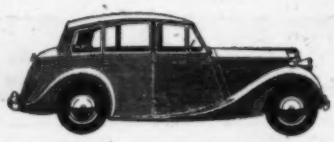

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1946	**Austin** 8 Saloon	£510
1947	**Hillman Minx** Sal.	£575

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1949 ARMSTRONG 16 Coupe
1949 ARMSTRONG 16 Typhoon
1949 AUSTIN A.40 Saloon
1949 AUSTIN 16 Saloon
1949 HILLMAN 10 Saloon
1949 HUMBER 27 Saloon
1949 JAGUAR 3½ Saloon
1949 LEA-FRANCIS 14 2-seater
1949 MORRIS Oxford Saloon
1949 SUN/TALBOT " 90 " Saloon
1949 TRIUMPH 18 Roadster
1949 VAUXHALL Velox Saloon
1949 WOLSELEY 6/80 Saloon
1948 ALVIS 14 Coupe
1948 ARMSTRONG 16 Lancaster
1948 BUICK 31 Saloon
1948 FORD Pilot Saloon
1948 HILLMAN 10 Saloon
1948 HUMBER 14 Saloon
1948 JAGUAR 1½ S.E. Saloon
1948 JAGUAR 3½ Saloon
1948 LANCHESTER 11 Saloon
1948 MORRIS 10 Saloon
1948 ROVER " 75 " Saloon
1948 SINGER 10 Saloon
1948 SUN/TALBOT " 90 " Saloon
1948 TRIUMPH 14 Saloon
1948 VAUXHALL 12 Saloon
1947 ARMSTRONG 10 Saloon
1947 ARMSTRONG 16 Saloon
1947 M.G. 11 2-seater
1947 ROVER 16 Saloon

Special Deferred Terms available

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England's Leading Motor Agents

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Manchester, 1-5 Peter Street — Telephone: Blackfriars 7843
Bournemouth, The Square — Telephone: Bournemouth 6314
Bristol, Cheltenham Road — Telephone: Bristol 21326
Northampton, A. Mulliner, Ltd., Bridge Street — Telephone: Northampton 907
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The Autocar

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

A.C.

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 A.C. 2-litre saloon, 12,000 miles, excellent condition; £1,095.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. [5476

CHARLES RICKARDS, Ltd., the house of standing and repute.

1938 A.C. 16hp 2-seater, supercharged, finished metallic grey and red, in magnificent condition throughout.

56 Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [6842

NEW A.C. 2-litre sports 5-seater tourer; see under New Car section.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [6890

1936 16hp A.C 4-seater drop head coupe, any trial; £265, or near offer.—Major Percival, Priors Lodge, Bream, Glos. [6713

1933 A.C. Acedes drop head coupe, 100% mechanical condition, new mohair hood; £225.—Dobson's Motors, Bude. Tel. 359. [7376

ALFA-ROMEO

17-50 4-seater drop head coupe, whole car in exceptional condition, just been rebuilt, including engine, recellulosed, new hood, etc., can be seen in London or address below; £550.

BENNETT, Chantry Cottage, Waltham St. Lawrence, Berks. Shurlock Row 260. [7567

395 gns.—Alfa-Romeo, 1932, rebuilt and registered 1938, 1,750cc type 6C twin overhead camshaft super sports 2-3-seater, silver grey, blue leather, concealed hood, good tyres, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7227

Alfa-Romeo Cars Wanted

BARTLETT.—Always buys Alfa-Romeos.—27a, Pembridge Villas, W.11. [7195

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Alfa-Romeo Spares and Service

BEVERLEY MOTORS Coombe Rd., New Malden, have a limited stock of Alfa-Romeo spares; supercharger parts, half shafts, etc.—Tel. Malden 4403.

THOMSON & TAYLOR (BROOKLANDS), Ltd.—Spares and service for Alfa-Romeo cars.—Portsmouth Rd., Cobham and Brooklands Track, Weybridge Surrey. Byfleet 520. [0124

ALLARD

CAR MART, LTD.

ALLARD 1948/9 drop head coupe, 12,000 miles; £1,025

ALLARD 1948 drop head coupe, 13,000 miles; £950.—Car Mart, Ltd., 320 Euston Rd., N.W.1. Euston 1212. [6858

DAGENHAM MOTORS, Ltd., offer the following cars:—

1949 Allard d/h coupe, maroon, red hide, one owner, 5,800 miles.

1948 Allard d/h coupe, black, red hide, new hood, 14,000 miles.

56 Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middlesex. Perivale 3388. 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [6880

1948 Allard 2-seater, 6,000 miles, one owner; £895.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. [5569

ALLARD 30hp 1948 special utility, 16,000 miles, one owner; £700.—Robbins, East Putney. Tel. 4581. [6585

SPECIAL Allard 2-seater, current series, maroon, immaculate condition, mileage 5,500; unrepeatable bargain, £695.

MATTHEWS OF STOCKWELL, Stockwell Rd., S.W.9. Brixton 6555. [7565

1949 Allard 2-str., 3,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7057

DAGENHAM MOTORS, Ltd. main distributors, buy and sell used Allard cars.—56, Park Lane, London, W.1. Regent 4866. [0151

1949 Allard foursome drop head coupe, 3,000 miles.—British and Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7067

ALLARD drop head coupe and 2-seater, both 1949 maroon ex-demo. cars, in perfect condition.—Adlards Motors, Ltd., 43, Acre Lane, S.W.2. Brixton 6431. [6827

ALLARD

1949 (April) Allard drop head coupe, mileage under 10,000, choice two axle ratios, perfect performer, maroon; £1,050.—Stourcliffe Close Garage, Stourcliffe St., Paddington 8238. [7335

ALLARD 2-seater, black, 1948, as new, mileage 4,500, touring only, 3.5 and 4.3 axle ratios, H.M.V. radio, fram, 2 Notex and other extras, 20 m.p.g.; £825 or near.—Tellam, 6, Eyre Court, N.W.8. Primrose 3859, evenings. [7556

1949 Allard coupe, telecontrol shock absorbers, rev. counter and several extras built specially for competition work and suitable for the Monte Carlo Rally; price £950.—D. W. Price, Braemar Works, Neasdens, N.W.10. [6641

1949 Allard 4-seater sports tourer, 3,000 miles; metallic blue grey, a very special car; year's tax, many extras; exceptional condition; price £950, will exchange 1949 saloon, cash either way.—Austin, 59, Forty Lane, Wembley Park. Arnold 5477. [6809

Allard Cars Wanted

ALLARD 4-seater required, Riley Kestrel in part exchange.—Replies should be addressed to Box 4842. [6623

BRITISH & COLONIAL MOTORS, Ltd., require good Allard cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [7060

Allard Spares and Service

ADLARD'S MOTORS Ltd., for all Allard spares—43-45, Acre Lane, London, S.W.2. Brixton 6431.

Allard Spares and Service

ALLARD MOTOR Co., Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2333.

ENCON COACHWORKS, of Fulham, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock; makers of Allard J.2, K.2 and tourer bodies. [0467

BRISTOL STREET MOTORS, Ltd., 164-182, Bristol St., Birmingham, 5 (Tel. Midland 5861), for new and used Allards, spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire.

ALVIS

BROOKLANDS.

ALVIS Distributors for London.

1949 Alvis 14hp saloon, black with green leather, examined and approved by makers.

1948 Alvis 14hp coupe by Tickford, speedometer reading 6,000 miles only, fitted radio, examined and approved by makers.

1947 Alvis 14hp utility, in exceptional condition throughout.

CATALOGUES available for new 3-litre at

103 New Bond St., W.1. Tel. Mayfair 8351-6. [7301

DICKS CAR SALES offer:—

1939 Alvis Speed 25 saloon, superior order, radio, etc., really fine car; £775.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [6232

ACLAND & TABOR, Ltd., offer:—

1938 Alvis 4.3-litre Charlesworth saloon, just returned after £100 engine overhaul, excellent condition throughout; £595.

APPLY North Road Garage, Welwyn 481. [7309

GUY SALMON AUTOMOBILES, Ltd., offer:—

1938 Alvis Speed 25 sports tourer, genuine 24,000 miles from new, immaculate condition; £795.

1939 Alvis 4.3 sports saloon, superb mechanical condition, terrific performance; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. [7430

PERFORMANCE CARS, of Dalcham Mews, Belsize Lane, N.W.3 (Ham. 8707), offers two Speed Twenty's; see under "Sports Cars." [7434

ALVIS Speed 20 open sports tourer (cream) 1935, first-class order throughout; £345.—Tel. Western 6857 or write 30, Gloucester Rd., S.W.7. [7365

1937 model Alvis Speed 25 tourer, excellent condition, taxed, £500.—Bruce, France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [6822

1948 Alvis 14hp special six-light saloon, 6,500 miles, condition as new; £875; H.P. can be arranged if necessary.—Higgins, High St. Ware. [6718

1948 Alvis 4-seater, wooden body, mileage 10,000, perfect; £795.—Clayton's Cars (London), Ltd., 357, Euston Rd., N.W.1. Tel. Euston 5228 (5 lines). [6825

ALVIS in Scotland, sales, spares and service, attractive range of used cars always available.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7596. [0546

ALVIS Speed 20, grey Vanden Plas sunshine roof, completely overhauled throughout at a cost of £380, including £170 Alvis works; quick sale, £550.—Clover, Kempston Mills, Bedford. [7494

ALVIS 1937 4.3-litre sports saloon, magnificent performance, 16mpg., 90mph., new tyres all round, regularly maintained; £575.—46, Cranleigh Rd., Worthing. Tel. Worthing 3127. [6682

1939 Alvis Silver Crest saloon, owned and maintained by engineers since new, director's car; £590; trade enquiries invited.—Promenade Motors, Ltd., 479, Green Lanes, Palmers Green N.13. [6976

950 gns.—Alvis 14, April 1947, 4-door sports saloon, black, sliding head, green leather, H.M.V. radio, twin wind-tone horns, one careful owner, 18,200 miles, exceptional condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Alvis Speed 25, 1937, 4-door sports saloon, black, red wheels, sliding head, maroon leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7229

1947 November Alvis shooting brake, fitted four leather seats, rear and side doors, in excellent condition throughout, a very smart vehicle; £725.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [7294

ALVIS 1949 saloon, very low mileage, perfect condition, fitted Ekco L.M. and S.W. radio with roof speaker, fitted heater and demister, automatic windscreen cleaner, fog lamp, etc., a very distinctive car finished in duo-tone polychromatic grey, any inspection or trial.—Parr, Tel. Plymouth 72187. [7590

INDEX

	PAGE
Ambulances	53
Auctions, Tenders, etc.	61
Batteries, etc.	57
Books, etc.	61
Brakes, Cables, etc.	57
Business and Property	60
Camshafts	57
Caravan Section	54
Car Collection	56
Carburettors, Economisers	57
Cars for Hire	56
Car Radio	56
Chromium Plating	57
Clothing, etc.	57
Coachbuilders and Bodies	56
Commercial Vehicles	54
Consultants	57
Conversions	57
Cylinder Grinding, etc., and Cylinder Heads	57
Dynamos	57
Electrical Equipment	58
Engines and Accessories	58
Exchange	58
Export	57
Financial Partnerships	57
Garage Equipment	58
Gear and Steering Boxes	58
Generating Plant	57
Handbooks Wanted	61
Hoods, Cellulose, etc.	58
Hotels	61
Independent Suspensions	58
Insurance and Insurance Companies	58
Loose Covers	58
Magnetos	58
Mats, Rugs, etc	58
Miscellaneous	58
Mobile Canteens, Kitchens, etc.	54
Motor Cycles for Sale	53
Motor Coaches and Motor Hearses	53
Mudguards	58
New Cars	55
Number Plates	58
Packing and Shipping	57
Parts and Accessories	59
Personal	57
Petrol Pumps	59
Pistons	59
Racing Equipment	59
Radiators, Muffs, etc.	59
Repairers, Welding, etc	59
Roof Luggage Racks	59
Safety Glass	60
Second-hand Cars for Sale, Wanted and Spares and Services	31-53
Shock Absorbers and Silencers	60
Situations Vacant and Wanted	61
Speedometers	60
Springs	60
Superchargers	60
Trailers	54
Tuition	57
Tyres and Tubes	60
Wheels, Discs, etc.	60

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

ALVIS Crested Eagle 20 saloon, 1934, black, excellent condition; exchange for 14hp sports saloon.—Box 5040. [7540

ALVIS Silver Eagle 16.9, triple carburettors, 4-door 6-light saloon, sliding roof, licensed July 30th, 1937, to December 31st, 1939, and then from January 1st, 1946, onwards, mileage 30,000, car both inside and out absolutely as brand new.—Apply Walker, Green Valley, Crewe Rd., Alsager, Stoke-on-Trent. Tel. Alsager 180. [7406

1935 Alvis limousine, 7 seats, face forward, body by Mayfair Carriage Co., this car has not been used since September, 1939, fitted with discs, the original spare never been used, mileage 25,000, one owner; the car must be seen to be appreciated, it is absolutely as new.—A. Ringle, 262a, Clapham Rd., S.W.9. Macaulay 1312. [2677

ALTON GARAGE, "The Alvis People," are always pleased to see, or correspond with prospective Alvis owners; all pre-1936 models regularly on offer at fair prices; owing to present quick turnover, we will not mention specific cars as it may lead to disappointment, contact us with any Alvis problem; hire purchase and insurance effected immediately.—Alton Garage, "The Alvis People," 17, Brook Mews North, Craven Rd., Paddington 3952 and 4710. [6935

SILVER Crest 1937 16.90 sportsman's 4-door sunshine 4 to 5-seater saloon, black, original Alvis superior finish, gold lined, beautiful fawn hide interior, very clean original pile carpets, all chrome equal to new, independent suspension, triple S.U. carburettors, twin pumps, built-in jacks, Philips' radio, polished aluminium Ace discs, wheels, oil coil, a really fast, most attractive, very economical, sports car, finger-tip self-centering steering, quiet engine, silent and perfect transmission, 4-speed manual gear box, good tyres, and definitely 8 to 90 on top with silence and absolute 100% reliability and a pleasure to drive; sustained oil pressure all day, and definitely as per maker's original specification when new; this car has been maintained by conscientious chauffeur, kept regularly oiled, greased and sprayed with penetrating oil weekly; 300 miles trial and photo to genuine enquirers; genuine honest bargain £425.—1, Bentley Rd., Manchester 21. Tel. Chorlton 1288. [7405

LIMOUSINE 1938/24hp Double Enclosed, 7-forward, black, mileage 28,000, another 20hp, genuine 19,000 (unused 10 years), beautiful condition, black, reasonable cost. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [7437

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

WANTED.—Alvis cars, post-war saloon and coupe models; send all details to:—

ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. [0023

WANTED, pre-war 12/70 Alvis.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [1492

S. F. ERSKINE & Sons, Alvis distributors of Woking, invite details of late models for disposal. Woking 330. [0697

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Alvis cars.—56, Bayswater Rd., W.2. Paddington 1820. [6845

1948-9 Alvis; please give particulars and price. A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0494

CAMDEN MOTORS require to purchase Alvis 12-70 saloons and drop heads, 1938-40, in good clean condition; write, call or tel., stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. [4600

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May. 6266. Service Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [8361

Alvis Spares and Service

SERVICE and spares for Alvis cars

ALVIS, Ltd., Service Station, 852 Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. "Grams. "Alviscar Gold London."

AND at Alvis Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams. "Alvis, Coventry."

CHARLES FOLLETT, Ltd.—Alvis specialists.

SHOWROOMS.—18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. [8366

KINGSTON-ON-THAMES.—Sales, Service and Spares. —G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. [1585

JAMES H. GALT, Ltd., Alvis distributors for Scotland. Works, 71-75, Dobbie's Loan, Glasgow, C.4. Tel. Douglas 0638. Comprehensive spares and service. [0730

American Cars Wanted

WANTED, American cars, all makes, for cash.—Parade Garage, Gallows Corner, Romford, Essex. Ingrebourne 2451. [3547

ARMSTRONG SIDDELEY

BROOKLANDS.

1949 Armstrong Siddeley Lancaster saloon 18hp, black with red leather, immaculate condition throughout.

1948 Armstrong Siddeley Lancaster saloon black, choice of 2.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [7302

CARR BROS. offer:—

1947 Armstrong Lancaster saloon, 16hp, mechanically faultless throughout, having run only 15,000 miles, blue cellulose, immaculate and interior luxuriously appointed; a most attractive car with a list price of £1,300; offered at the reasonable "next to new" price of £950.

CARR BROS., High St., Purley, Surrey. Tel. Uplands 4811-2-3. [7173

PAGE & JOYCE, Ltd., offer:—

1948 Armstrong Siddeley Lancaster saloon, black, brown leather, bench type front seat, preselector gear box, one owner, in excellent condition.—184, Great Portland St., W.1. Museum 1001. [8806

GORDON CARS (LONDON), Ltd.—1947 Armstrong Typhoon saloon, H.M.V. radio, superlative condition.—Below.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Hurricane coupe, blue, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7082

ARMSTRONG SIDDELEY

1938 14 Armstrong saloon, black, brown leather, fitted radio, good tyres, in exceptional condition throughout; £395.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [9623

350 miles only; 1947 Armstrong Hurricane, colour fawn with brown leather; £1,100.—Emlyn Garage, Newcastle-Emlyn. Tel. 245. [5196

BRAY MOTORS.—£235; 1935-6 (looks 1939), Armstrong Light 17 sports saloon, exceptionally attractive, Bosch radio, taxed, good tyres.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [7515

1937 Armstrong Siddeley 14hp black saloon, excellent condition, overhauled May, rebore, mains, big-ends; 290gns.—Tel. Cun. 7544, after 7 to view. [6719

1947 Armstrong Siddeley Typhoon, grey, immaculate car; £950.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [5536

1937 Armstrong Siddeley 26hp sports saloon, perfectly maintained; offers; owner has purchased Rolls-Royce.—Dobson's Motors, Bude. Tel. 359. [7377

1946 Armstrong Siddeley Hurricane fawn drop Thrupp and Maberly; black with brown hide Philco radio; £780.—18, Pembroke Rd., Sevenoaks. Tel. 3411. [6777

ARMSTRONG SIDDELEY limousine, 1937, 8 forward seats, partition, chauffeur maintained, genuine 50,000, 20mpg, recellulosed as new, taxed; offers over £450.—The Lee 326. [7499

£895 Armstrong Siddeley 16hp saloon 1947, practically indistinguishable from new, one very careful owner, exceptionally small amount of use, radio, heater, etc., etc.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Hire purchase. Part exchanges. [7350

£475.—1939 Armstrong Siddeley 15 de luxe saloon, literally immaculate throughout, most spotless and expensive motor car at low price; hire purchase, exchanges; 3 months' guarantee.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [7468

1938 14 Armstrong saloon, black, leather upholstery, good tyres, carefully maintained by one owner throughout, mileage 37,741; £400.—W. J. King, Bishops Lydeard, Taunton, Som. [5747

£825 gns.—Armstrong Siddeley, 1947, Hurricane four-seater drop head coupe, grey, blue leather, preselector, new tyres, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

365 gns.—Armstrong Siddeley, 1936, 17hp long chassis 7-passenger limousine, black, front leather, rear Bedford cord, sliding partition, face forward occasionals, preselector, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7229

1947 Armstrong Siddeley Lancaster saloon, black, £10 tax, one owner, only 11,000 miles, excellent condition; inspection Andover, Hampshire; £1,150.—Replies Box 5059, or Tel. St. Mary Bourne 216. [7539

1948 Armstrong Lancaster saloon, 8,000 miles, radio, heater, black, supremely beautiful condition; exchanges and terms.—Swanmore Garage, 1176-80, Christchurch Rd., Boscombe East. Tel. Southbourne 1022. [7140

ARMSTRONG SIDDELEY 16 de luxe saloon, 1939, in a truly magnificent condition, the interior, exterior and mechanical condition is quite equal to when new.—B. & H. Motors, 1468 High Rd., Whetstone, London, N.20. Hillside 6671. [7147

1937 Armstrong 14hp silver saloon (laid-up 1939-1945), recellulosed and overhauled at a cost of £120 in 1948, private owner, total mileage under 31,000; best offer over £350.—Apply 49, Deacons Hill, Elstree. Tel. Elstree 1501. [6671

£320 or near offer.—1937 Armstrong Siddeley 14hp, 40,000 miles, two owners, immaculate condition, good tyres, dark blue with dark blue leather upholstery, large boot, any inspection invited, ideal for car hire, write or phone.—F. Gill, 31, Ladies Mile Rd., Brighton. Brighton 57619, any time. [6727

TANKARD & SMITH, Ltd., offer 1937 Armstrong Siddeley 25hp saloon in black with luxurious soft furniture hide upholstery very carefully used and in first-class condition, wonderful performance: £325; three months' written guarantee; also 200 guaranteed used cars of all makes.—198 King's Rd., S.W.3. Tel. Flaxman 4801-2-3. [6767

LIMOUSINES, 1939 Series, Long-25, leather throughout, partition, widest occasionals, black, genuine low mileage, privately owned. £785. Below

8500 genuine mileage, 1939 Long-17hp-partitioned, blue leather Limousine, forward occasionals, literally brand new throughout, selection from £545.—Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [7438

Armstrong Siddeley Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—150, Park Lane, W.1. Grosvenor 3434. [0951

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

J. R. INWARDS, Ltd., are anxious to buy Armstrong Siddeley Hurricanes.—High St., Ruislip 3033/4/5.

CASH buyers of low mileage Armstrongs; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0185

HENLYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601

Armstrong Siddeley Spares and Service

JOHN BRODRICK, Ltd

100% Armstrong Siddeley service

ONE of the largest stockists in the Country, and repairs carried out by Siddeley trained mechanics who are second to none

ORIGINAL Armstrong Siddeley Depot, Roseville Road, Leeds, 8. Tel. Leeds 20109. [0295

ACROOT MOTORS, Ltd.

ACROOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 [0235

Armstrong Siddeley Spares and Service

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216 [0602

ASTON MARTIN

BROOKLANDS.

ASTON MARTIN distributors for London.—Details of new 2.6-litre saloons and coupes available from

103, New Bond St., W.1. Tel. Mayfair 8351-6. [7303

H. W. MOTORS, Ltd

ASTON MARTIN distributors for west Surrey.

WE regret having to inform all interested people that the new 2-litre drop head coupes we were offering have now been sold.

H. W. MOTORS, Ltd., Walton-on-Thames. 783 & 1437. [6065

FRIARY MOTORS, Ltd.

1936 1½-litre Aston Martin Mark II 4-seater, finished green, good condition; £495.

1932 Aston Martin International 2-4-seater, £195 offered on behalf of owner.

STRAIGHT Rd., Old Windsor. Tel. Windsor 1100. [7012

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 1100.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 1100. [1365

AUBURN

AUBURN Phaeton 850Y model 8-cyl Columbia, dual ratio axle, perfect running condition, needs repainting; price £85 including built-in radio.—D. Wyatt, 1, Dorset Drive, Canons Park, Edgware, Middx. Edgware 2763. [4014

AUSTIN SEVEN

PENCARS offer:

£95.—Austin 7 saloon de luxe, taxed December, extremely smart, loose covers, etc., etc.

£85.—Austin 7 open sports 2-seater, taxed, opalescent blue, excellent hood and screens, 5 almost new tyres and excellent battery, many extras, extremely smart car.

£58.—Austin 7 saloon, taxed, in very sound order throughout, nice interior and ideal for impecunious family man.

£55.—Austin 7 sports 2-4-seater, taxed, sound hood, goes really well and of attractive appearance.

PENCARS, Austin 7 Specialists, 2, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [6994

BRAY MOTORS.—£225; 1938 Austin Big 7 4-door de luxe saloon.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [7526

BRAY MOTORS.—£55; 1950 Austin 7 2-seater, good economical little car.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [7511

£125.—Austin 7 Ruby saloon, 1935 good runner, taxed year.—Ewell 3540. [7456

1934 Austin 7 saloon; £125.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [6533

£175.—1934 Austin Nippy sports, good condition; evenings after 7 p.m.—78, Rockingham Rd., Uxbridge, Middx. [7167

290 gns.—1939 Austin Big 7 4-door sun saloon, black, grey leather, superb condition; £100 deposit.—George Clarke (Motors), Ltd., 276-278, Brixton Hill, S.W.2. Tulse Hill 3211. [7167

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7 and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3132

AUSTIN EIGHT

J. CORYTON, Ltd.

AUSTIN 8hp 4-door sun saloons, reasonable mileages, very well maintained and in first class condition throughout, mechanically guaranteed, choice of two; from £515.

139/149, Fulham Rd., South Kensington. Ken. 1410. [6390

NEWNHAMS, Ltd.

1947 Austin 8 saloon, black with brown, low mileage, exceptional car.

NEWNHAM Motors, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [7286

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 8hp saloon de luxe, 18,000 miles; £565.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0028. [6898

WADDINGTON MOTORS, Ltd., offer:—

1947 Austin 8 saloon, as new throughout; £555.—Fortune Green Rd., N.W.6. Ham. 2211. [7217

1939 Austin 8 saloon, reconditioned engine, recently recellulosed; £350.

LONDON CARAVAN Co., Ltd., Barnet By-pass, Elstree 1165. [6653

£525.—1947 Austin 8 de luxe saloon, black, brown leather upholstery, 15,000 miles, one careful owner.

MAKIN & HARRISON, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [7153

1939 Austin 8hp saloon 2-door, black with fawn upholstery, excellent condition, best offer over £300.—Rickmansworth 2711 [6715

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN EIGHT

1940 (June) Austin 8 4-door saloon, excellent appearance, good tyres; £367/10.—348, King St., Hammersmith. Riv. 2837-8. [7097

L. F. DOVE offer 1939 Austin 8 saloon, choice of 2, both in first-class condition; £375.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [7571

1947 Austin 8 saloon, taxed, low mileage, original condition; £545.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Fla. 7345. [7054

1939 Austin 8 2-door saloon, very good condition; £365.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mal. 1627. [7220

1939—40 Austin 8hp 4-door saloon de luxe, one owner, extremely good condition; £365.—Vandervells (buyers of used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [5027

£565.—1947 (November) Austin 8 4-door saloon, speedo 13,000 miles, brown leather upholstery, taxed year, as new.—Root's Motors, Portsmouth Rd., Long Ditton. Emberbrook 2026, 3051. [7207

£299.—Austin 8hp 4-seater sports tourer 1940, new type model, with lift-up front like post-war, sound economical little runner with good hood and tyres; outstanding opportunity at the price. CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Easy and confidential hire purchase facilities. Part exchanges. [7351

AUSTIN 8hp saloon 1940, has done 8,000 miles, reconditioned and reconstructed by Austin's, new 4-door body, etc., fitted, whole car as new; £425.—Knowlson, Harlington Works, Sharpenhoe, Bedford. Tel. Toddington 315. [6731

445 gns.—Austin 8, Dec. 1945, de luxe 4-door saloon, dark blue, sliding head, blue leather, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7230

Austin Eight Cars Wanted

CMTHE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S the Austin 8 buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041.

SELL your Austin 8 to us; good cars urgently wanted all models.—Offord, 67, George St., W.1. Wel. 6899.

CASH buyers of low mileage Austin 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784

AUSTIN 8s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. [1346

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3133

AUSTIN TEN

CAR MART, Ltd.

LONDON distributors.

AUSTIN 10, 1947, saloon, radio, 8,000 miles; £785.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6860

ROUNDABOUT offer:—

1938 Austin 10 saloon, in exceptional condition; £365.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middlesex. Waxlow 1071-5. [7002

1938 Austin 10 Cambridge saloon, good condition; £335.—Below.

1940 Austin 10, very good condition; £425.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mal. 1627. [7219

AUSTIN 10, 1947, de luxe, excellent condition; £650.—Epsom 3471 (evenings Epsom 3198). [6638

1933/4 Austin 10, 4-door saloon, excellent condition throughout; £152.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 6333. [6313

£665.—Austin 10, 1946, black, mileage 13,000 only, as new, trade enquiries invited.

H. C. PAUL, 32, Bruton Pl., Berkeley Sq., W.1. May. 6821-2. [5066

1936 Austin 10 saloon; £160.—Johnstons Service Garage, la, Mildmay Av., N.1. Canonbury 6666-7-8. [7192

1936 Austin 10hp tourer, just reconditioned and sprayed, perfect condition.—Burleigh, 20, Aylestone Av., N.W.6. [5789

1940 Austin 10 de luxe saloon, immaculate, guaranteed; £395; payments.—Vaughan, 17, Ashwood Mews, S.W.7. Fro. 1319. [7176

£398.—Austin 10 1940 4-dr. sln., really excellent condition throughout, interior almost unmarked. Many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7; open Mon. to Sat. 9-6 (50 yards Holland Park Tube Station). [6704

£665.—1947 Austin 10 de luxe saloon, black, brown leather upholstery, 16,000 miles, well maintained, equal to new.

MAKIN & HARRISON, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [7152

1937 Austin 10hp saloon, colour green, excellent condition; £350.—John W. Whalley, London Rd., Bishop's Stortford. Tel. 181 and 182. [6654

195 gns.—Austin 10, 1936, Sherborne de luxe 4-door saloon, black, sliding head, green leather, very good condition, taxed; terms, exchanges.—Rowland Smith, below.

395 gns.—Austin 10, 1939, Conway 4-door drop head cabriolet, black, brown leather, carefully used, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [7231

£495.—Austin 10 saloon, 1946 model, black, one owner from new, unrepeatable value.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [6152

£145.—Austin 10 Lichfield saloon, black, bodywork good, engine perfect, 30mpg., unrepeatable value.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [6150

1939 (May) Austin 10 Cambridge saloon, black with blue interior, this car is fast, economical and without fault, carefully used and professionally maintained, superb performance and appearance, excellent for long distance reliable service, insured and taxed; £395.—Tel. Bracknell 34 (near Ascot). [6632

AUSTIN TEN

1939 Austin 10 Cambridge foursome drop head coupe, a very rare care, in splendid condition; h.p. terms arranged.—K. Henry, Ltd., 63-65 (Great Portland St., W.1. Langham 3635 and 3954. [5432

NAYLOR & ROOT, Ltd.—1947 Austin 10 saloon, black, brown hide upholstery, low mileage, equal to new throughout, £675; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272; open 9-6 each week-day including Saturday. [6967

Austin Ten Cars Wanted

CMTHE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297 Euston Rd., N.W.1. Euston 1212. [0953

I REQUIRE post-war Austin 10 urgently.—30, Rivercroft Rd., S.W.16. Tulse Hill 1288. [6814

SELL your Austin 10 to us, good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [4554

ROWLAND SMITH'S the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

AUSTIN 10 cars wanted; cash or exchanges; h.p. a/cs. settled.—Mac, 12, Bramboledown Rd., Wallington, Surrey 6397. [7420

AUSTIN 10s wanted for cash, immediately.—King's Autos, 725-727 High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. [1347

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5840

AUSTIN A40

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

AUSTIN A40 Devon, green-brown leather, registered January, 1949, mileage only 5,000; £855.

1949 Austin A40 Countryman, colour green, leather upholstery, immaculate motor car; £795.—HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [4178

BASIL ROY, Ltd.

1949 A40 Devon saloon, heater, sliding roof, small mileage, excellent condition; £875.—17-18, Wigmore Place, W.1. Tel. 7735. [7561

CAR MART, Ltd.

LONDON distributors.

AUSTIN A40 1949 Dorset saloon, 8,000 miles; £875.

AUSTIN A40 1949 Devon saloon, heater, 2,000 miles; £935.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6859

TOM GARNER, Ltd., offer:—

1949 series Austin A40 Devon saloon, Portland grey with beige leather, sun roof, heater, etc., 5,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6851

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40, Solent blue, 11,000, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [6850

WADDINGTON MOTORS, Ltd., offer:—

1948 Austin A40 Dorset saloon, 11,000 miles, fitted H.M.V. push-button radio, immaculate; £790.—Fortune Green Rd., N.W.6. Ham. 2211. [7218

MEBES & MEBES, Ltd. (est. 1893), offer:

1949 Austin A40 Devon de luxe 4-door saloon; black, fawn upholstery, radio, heater, loose seat covers, 5,000 miles, one owner, taxed year; £895.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [7338

1949 Austin A40 van, small mileage, as new.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [4164

£850.—1949 Devon saloon, grey.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [5283

1949 (March) A40, mileage 8,000, heater, perfect; £875.—Adams, Tel. Solihull (Warwickshire) 4545. [6710

1949 Austin A40 Devon saloon, grey, sun roof, mileage 5,000 £865; choice of three; trade enquiries welcomed.

H. C. PAUL, 32, Bruton Place, Berkeley Sq., W.1. May. 6821/2. [6119

OFFORD.—1949 A40 Countryman saloon, 7,000 miles, unblemished and carefully used; £875.—154, Gloucester Rd., S.W.7. Fremantle 0051. [7091

AUSTIN A40 Dorset, October, 1948, Portland grey, 8,000 miles, excellent condition, spare unused; £825.—17, Whiteheath Ave., Ruislip, Middx. [6681

1100 miles, 1949 (June) Austin A40 Devon saloon, green.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [7158

1949 Austin A40 Devon saloon, 7,000 miles, radio, heater, etc., one owner, taxed year; £850.—King's Motors, 1, High St., Hounslow. Tel. 3532. [6969

£795.—1948 (July) Austin A40 saloon, Cambridge blue, beige leather upholstery, 14,000 miles, fitted heater and radio, immaculate condition throughout.

MAKIN & HARRISON, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [7150

1949 Austin A40 Dorset saloon, sliding roof, 8,000 miles; £815.—Vandervells (buyers of used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [5028

1949 Austin A40 with heater, 11,000 miles, taxed to end of year, black; £850.—Apply Wickenden, 2, Keswick House, Raymond Rd., Wimbledon (Wim. 2046). [6439

1949 Austin A40 Devon, fitted heater, mileage only 2,100, solely owner driven, North Midlands, fully equal new; £890.—Rogers, Flour Mills, Market-Drayton, Shropshire. [6665

1949 (May) Austin A40, 2,000 miles, suede green, heater, etc., as brand new; £895.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [5928

Austin A40 Cars Wanted

THE CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1

TELEPHONE: Euston 1212. [0957

ROWLAND SMITH S. the Austin A40 buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0918

POST-WAR Austin A40 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0644

CASH buyers of low mileage Austin A40s. Distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0786

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6393

AUSTIN TWELVE

DICKS CAR SALES offer:—

1936 Austin 12 saloon, resleeved engine, really genuine car; £295.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [4488

H. A. SAUNDERS, Ltd., offer:—

1947 Austin 12 saloon de luxe, 15,000 miles; black; £825.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [6699

1939 Austin 12 saloon, very sound; £395.—Below.

1937 Austin 12/4, new tyres, discs, taxed; £355.—Smith & Hunter, 376, Kensington High Street, W.14. Western 2312. [6946

1940 Austin 12, reconditioned engine, very clean interior.—Palmers Green 0723. [6323

1947 Austin 12 saloon, black/brown, excellent condition; £725.—Haskins Ladbroke 1155. [6935

1947 (first taxed April, 1950) Austin 12 5-seater saloon, colour black, brown leather upholstery; £700.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter Street 121. [6764

GATEHOUSE offer 1933 Austin heavy 12/4, absolutely original condition, original tyres, must be seen to be believed; £375.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mou. 4444. [6175

1947 Austin 12hp 4-cyl saloon de luxe, black/brown leather, reconditioned maker's engine just fitted, guaranteed; £785.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [7020

139 gns.—Austin 12-4 long chassis 7-seater, face-forward occasionals, good condition.—Autoslips, 5, Balham High Rd., Balham 1509. [7222

OFFERS.—Austin 12, 1936, rebored 1949, 2 new tyres, mag. drive, bodywork and engine excellent condition, no hood.—G. W. Rossiter, 47, Cadogan Gardens, S.W.3. (Knightsbridge 2006 after 6.30 p.m.) [7371

£385.—Austin 12hp Ascot saloon 1938, full 5-seater, registered July, nicely finished in maroon cellulose with red leather interior, one owner 1938-1947, one other since, moderately and very carefully used, and a very genuine motor in every respect.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Hire purchase. Part exchanges. [7352

TANKARD & SMITH, Ltd., offer 1939 Austin 12 saloon in black with brown leather, an exceptionally clean car in very fine mechanical condition; price £475; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, King's Rd., S.W.3. Tel. Flaxman 4801-2-3. [6764

1947 (March) Austin 12 de luxe saloon, colour black with brown leather upholstery, this car is a specimen of this very popular model and it must be seen to appreciate its condition; £725; exchanges.—Harold Webb Motors, Ltd., 338-340, High Rd., Ilford. Tel. Ilford 3151. [7006

Austin Twelve Cars Wanted

CMTHE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

CASH buyers of low mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0787

ROWLAND SMITH'S the Austin 12 buyers.—Hampstead High St., (Hampstead Tube) Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0694

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5841

AUSTIN FOURTEEN

£425.—1939 Austin Goodwood de luxe saloon, immaculate throughout and bargain price; hire purchase, exchanges; 3 months' guarantee.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [7473

7-PASSENGER 1935 Long-wheelbase Twelve-Four Saloon, forward occasionals, wonderful condition, economical and reliable. £435. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [7441

AUSTIN SIXTEEN

£845.—1948 Austin 16 saloon, black, brown leather upholstery, low mileage, heater, exceptional condition.

MAKIN & HARRISON, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [7151

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SIXTEEN

CAR MART Ltd.

LONDON distributors.

AUSTIN 16, 1949, saloon, 7,000 miles; £1,020.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6861

J. DAVY offers:—

1946 Austin 16, excellent condition; £695.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [6983

NEWNHAMS, Ltd.

1948 Austin 16 saloon, black with brown, carefully used.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [1582

G. P. (BALHAM), Ltd., offer:—

260 gns.—1937-8 Austin 16 Goodwood saloon, really excellent condition; a bargain.

G. P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt 3117. [2476

TOM GARNER, Ltd., offer:—

1949 Austin 16hp S.R. saloon, sage green with brown leather, 1,000 miles only.

1948 Austin 16hp S.R. saloon, black with brown leather, 14,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6832

H. A. SAUNDERS, Ltd., offer:—

1949 Austin 16hp saloon de luxe, 4,900 miles, radio, heater, etc.; £1,025.

1948 Austin 16hp saloon de luxe, 9,000 miles; £895.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [6900

McKINNON MOTORS, Ltd., offer:—

1949 (Feb.) Austin 16 saloon, navy blue, brown hide throughout, heater, chromium spot lamp, taxed Dec., one owner, 5,319 miles only, the whole car in brand new condition; £1,050.

1948 (Aug.) Austin 16 saloon, green, brown hide throughout, built-in radio, twin Notek spot lamps, heater, taxed Dec., one owner, 13,000 miles, superb condition; £950.

CONFIDENTIAL extended terms, 6 months' guarantee.

McKINNON'S, "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [6695

1939 Austin 16 saloon, grey, blue leather, splendid condition; £385.—Orpington 2433. [7594

1937 Austin 16 4-seater tourer, guaranteed; £235; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [7256

OFFORD.—16hp 1948 saloon de luxe, with various extras, unusually fine condition.—154, Gloucester Rd., S.W.7. Fremantle 0051. [7095

1949 Austin 16 saloon, 3,000 miles.—British and Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588 [7076

1948 Austin 16 saloon, 7,000 miles.—British and Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7077

1947 Austin 16, low mileage, one owner, excellent condition; £895.—Bowen, Hillside Garage, Edgware. Tel. Edgware 4464-5. [5487

1946 Austin 16 de luxe saloon, excellent condition, paintwork fair; £685.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [7547

1948 Austin 16, very low mileage, perfect condition, one owner.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [4177

1948 (July) Austin 16 sun saloon de luxe, 9,000 miles; £925.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [5485

1947 July Austin 16, immaculate condition, fitted radio, taxed year; £775.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [6407

AUSTIN 16hp, July, 1947, black, radio, heater, Jackalls, loose covers; fully taxed; spotless; £850.—Welham, Surbiton Hill Rd., Surbiton. Elmbridge 1873. [4837

1948 (August) Austin 16 de luxe saloon, one private owner, as new condition throughout; £885; H.P., exchanges.—343, King St., Hammersmith. Riv. 2837-8. [7098

1948-49 Austin 16 saloon, blue, radio, heater, taxed year, guaranteed mileage 6,000; £935.—R. S. Mead, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [7406

1947 16hp saloon, black-brown hide upholstery, low mileage, exceptional condition; £865.—H. A. Saunders, Ltd., 144, Golders Green, N.W.11. Speedwell 0011. [7112

AUSTIN 16 1937, very good condition, completely overhauled at cost of £75 (receipt shown); £275, no offers.—Apply, Linton, 34, Osnaburgh St., London, N.W.1. Euston 6406. [6782

1946 (June) Austin 16, in very clean condition, black with leather upholstery all through.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [8926

16 hp saloon, 1948, green, brown hide, heater, low mileage, faultless condition; £925.—Recommended by Austin House, 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [7111

1948 (Nov.) Austin 16 saloon, suede green, supremely lovely; exchanges and terms.—Swanmore Garage, 1176-80, Christchurch Rd., Boscombe East. Tel. Southbourne 1022. [7139

1949 (February) 16, green saloon, brown upholstery, chauffeur driven, spotless, maintained at Longbridge, heater and radio, can be demonstrated within reasonable distance; £945.—Clarke, Bishopton Lodge, Stratford-on-Avon. [5666

795 gns.—Austin 16, 1946, de luxe 4-door saloon, black, sliding head, blue leather, Philco radio, heater, spare unused, one careful owner, very exceptional condition, taxed; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7232

Austin Sixteen Cars Wanted

R. C. WIMBUSH, Ltd., urgently require good low-mileage Austin 16 saloons.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [5200

CASH buyers of low mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel 2268. [0788

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212 [0955

POST-WAR Austin 16 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488.

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922

AUSTIN 16 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6395

AUSTIN A70 & A90

WARWICK WRIGHT, Ltd., offer:—

1949 Austin A70 Hampshire saloon, black, brown leather and cloth, 8,000 miles; £1,275.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7024

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Austin A70 saloon, 8,000 miles, immaculate; £1,195.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. [7427

AUSTIN EIGHTEEN

MEBES & MEBES Ltd. (est. 1893), offer:

1937 Austin 18hp Hertford de luxe saloon, dark green, hide upholstery to match, easy-clean wheels, Jack-all jacks, original cellulose in unscratched condition, one owner, an exceptional car in every way; £425.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [7339

SIMPSON'S MOTORS offer:—

1939 Austin 7-seater, £10 per year tax, immaculate condition; £900.

SIMPSON'S MOTORS (WEMBLEY), Ltd (American Car Specialists). Wembley 3903. [5052

A WELL-KEPT Austin 18hp limousine 7-seater, 1935-6; £275.—Gla. 2035. [7585

AUSTIN 18 Iver limousine.—British and Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7078

£595.—1938 Austin Iver 7-seater limousine; exchanges, hire purchase.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7646

R. C. MORTLAKE offers 1937 York 7-passenger saloon, one private owner, immaculate, blue, blue leather, convenient hire-purchase terms.—253, Kensal Rd., W.10. Ladbroke 3155. [2846

1937 Austin Gordon limousine, in excellent order throughout, moderate mileage, seen by appointment by—Lyne, Frank & Wagstaff, 3-5, Crouch End Hill, N.8. Mountview 4401. [6932

ROSE & YOUNG, Ltd., offer 1938 Austin Ivar limousine, 7-passenger, reconditioned engine, one owner; £785.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [4412

1937 (10th month) Austin 18 7-passenger double-enclosed limousine, face forwards, leather throughout, as new; £475.—Collons Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468. [1781

£615.—Austin 18 7-passenger enclosed Ivar limousine, 1938, nicely finished in black with real leather upholstery, front and rear, face forward occasional seats and division, fitted works replacement engine in December last year, mileage since fitting under 4,000; especially recommended mechanically and fully guaranteed in writing; fifteen other Austin limousines in stock at prices from £195.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [7347

A & S Offer quality carriages—(not cheap and doubtful variety) inspection invited:—

SEVEN SEATERS 1936/1937 Saloons also partitioned Limousines, exceptional selection, desirable condition, £450. Below

SEVEN SEATERS 1938/1939 Saloons, selected excellent condition carriages, leather throughout, black, certified mechanically.

LIMOUSINES 1938/1939, immaculate carriages, Ivers also Gordon partitioned Coachwork, 7-forward, leather throughout, black, excellent throughout. £790.

HEARSE, 1938, Deck 7ft 3in, streamlined four bearer 1950 Coachwork, lavishly equipped. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [7439

Austin Eighteen Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube) Hampstead 6041. [0924

AUSTIN 18hp 7-seater limousines and saloons wanted, good condition distance no object.—Green & Zonis, Ltd., 246-252 Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [0877

AUSTIN TWENTY

CAR MART, Ltd.

LONDON distributors.

AUSTIN 20, 1938, Mayfair 7-seater limousine, 6 months' guarantee; £1,050.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6862

AUSTIN 20 7-seater limousine, 1931, good order, taxed; £95.—56, Irwin Rd., Bedford. Tel. 5606. [7461

AUSTIN TWENTY

£795.—1938 Austin 20 Mayfair limousine, spotless condition throughout, only wants seeing; hire purchase, exchanges; 3 months' guarantee

LAMBS of Wood Green, Caxton Rd., N 22. Bowes Park 4144. [7468

LIMOUSINE 1935 Ranelagh Double Enclosed, 7-forward, blue leather throughout, exceptional order, ready service. £435. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [7440

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St (Hampstead Tube). Hampstead 6041. [0925

7-SEATER Limousines 1937/1939-also 28hp-details please.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [5271

AUSTIN TWENTY-FOUR

BRAY MOTORS.—£195; 1933 Austin 24hp 7-seater, division, face forward occasionals, hide interior, very clean condition and ready for immediate use.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [7522

AUSTIN 24hp landaulet, 7 seats face forward, division, very nice cond., 1936 and '37; exchange, terms.—Kiddey's, Harberson Rd., S.W.12. Balham 2531. [5744

AUSTIN A125 and A135

PHILIP RICKARDS, Ltd., offer:—

1949 Austin Sheerline saloon, black, 7,000 perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [6854

8000 miles, 1949 (Jan.) Austin 125 Sheerline saloon, black.—Ernest Sutton Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [7157

GORDON CARS (LONDON), Ltd.—1948 Austin Princess saloon, 16,000 miles, one careful owner.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7034

1949 Austin Princess, finished black with brown leather and fawn cloth, excellent condition, mileage 8,000.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [7322

Austin A125 and A135 Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0352

AUSTIN MISCELLANEOUS

REGIONAL DISTRIBUTORS.

HIRE car and limousine specialists.

WRITE for details and location of cars to

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1948 (Oct.) Austin 16 saloon, small mileage, one owner; £925.—Also

1947 Austin 10 utilecon, 7,000 miles, one owner; £695.—Also

1948 Austin A40 utility, 9,000 miles; 4/6-seater; £775.

GEORGE NEWMAN & Co., 569, Euston Rd., N.W.1. Euston 4466. [6949

1948 (November 30th) 16hp saloon, black and brown, as new; £935.—Below.

AUSTIN 12 (October, 1948) de luxe saloon, 18,000 miles, one owner; £765.—Below.

AUSTIN A40 Dorset de luxe saloon, sliding roof, heater, low mileage, as new; £865.—Robbins, East Putney. Tel. 4581. [7199

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4801-3. [0374

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.

AUTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

CORBITT & TAYLOR urgently require all types Austin.—22, Conduit Mews, W.1. Amb. 6049. [6922

BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [7059

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233. [0541

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Austin cars.—56, Bayswater Rd., W.2. Paddington 1820. [6846

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0212

JOHNSTONS SERVICE GARAGE urgently require all makes Austin cars.—1a, Mildmay Ave., N.1. Canonbury 6666-7-8. [3890

AUSTIN 8, 10, 12 and 16hp saloon, late mode's wanted urgently for cash.—Rawlings Bros., Ltd., 87, Cromwell Rd., S.W.7. Fro. 3161. [0416

1938-39 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0513

URGENTLY required, all models Austin cars in really good condition.—Beardmore Service, Ltd., 36, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [1039

Austin Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405/9, King St., W.6. Riv. 3665. [0226

C. G. NORMAN & Co.

AUTHORISED Austin dealers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4.

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LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6717). [0160

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Spares and Service

FOR Austin mudguards, running boards, 1931-39.—Brooks, 85, Queens Rd., Brighton. [0582

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561.

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first. 45-47, Newington Causeway, S.E.1. Hop. 2832, 2820.

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [0285

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works Ltd., 99, High St., S.W.19. Wim. 0123. [0414

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

BENTLEY (3½ & 4¼-litre)

H. R. OWEN, LIMITED,

17, Berkeley Street.

GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.

PROUD members of the Swain group.

NATIONAL motoring organisation.

1937 Bentley 4¼-litre 4-door 4-light saloon by Thrupp and Maberly; black with brown hide upholstery.—Ref. H.4328.

1938 Bentley 4¼-litre sports saloon by Park Ward, black with light blue hide upholstery.—Ref. H.4490.

1947 Bentley Mark VI standard steel saloon by Bentley motors; metallic grey with grey hide upholstery.—Ref. H.4584.

1949 Bentley Mark VI 2-door semi-razor edged saloon by James Young; black with fawn hide, piped with brown.—Ref. H.4095.

ALL cars carry our unique six months' guarantee; please write or 'phone for details to:—

H. R. OWEN, LIMITED,

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TEL.: Mayfair 9060 (10 lines). [6830

JACK BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley. Stock List of used models on request to 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0067

MANN EGERTON & Co., Ltd., offer:—

BENTLEY Mk VI steel saloon, black with grey hide upholstery, 12,000 miles only, in immaculate condition throughout.

14, Berkeley St., London, W.1. Regent 2075. [6978

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OFFICIALLY appointed retailers of Rolls-Royce and Bentley cars.—1947 Mark VI, painted silver and maroon, grey leather, really good condition.

H. A. FOX & CO., Ltd., 3/5, Burlington Gardens, London, W.1. Tel. Regent 7687. [5901

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NORTHERN Bentley Specialists.

1949 Mark VI standard saloon, black with beige leather upholstery.

1948 Mark VI standard saloon, black with blue leather upholstery.

1948 Mark VI standard saloon, black with beige leather upholstery.

1947 Mark VI standard saloon, black with grey leather upholstery.

1934 4-door sports saloon by Park Ward, black with green leather upholstery.

FOR further particulars contact the largest Bentley Distributors,

RIPPON BROS., Ltd. Huddersfield 6340 (5 lines). [0906

JACK OLDING, of Mayfair,

OFFICIAL Rolls-Royce and Bentley retailers,

OFFER:—

MARK VI Bentley special Hooper saloon, finished primrose and black with brown upholstery, mileage 9,000, first registered October 1949 (owner's car B.M.T.A. permission), a most attractive car.

MARK VI standard Bentley saloon, finished black with brown leather, low mileage, first registered April 1948.

MARK VI standard Bentley saloon, finished dual grey with blue leather, mileage 39,000, first registered November 1947.

4¼-litre Bentley razor-edged sports saloon by Mann Egerton, finished black with blue leather, first registered January, 1939.

4¼-litre Bentley Allweather by Thrupp & Maberly, finished grey with mohair hood, first registered 1937.

DETAILS of new and used Bentley cars for reasonable delivery on application.

LUDLEY House,

NORTH Audley St., W.1. Mayfair 5242. [7321

MASCOT MOTORS, Ltd., offer the following:—

1935 3½-litre Park Ward sports saloon; £1,150.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [7135

BENTLEY (3½ & 4¼-litre)

SWANMORE CAR SALES.

1949 Bentley Bark VI S.S. saloon, 10,000 miles, black.

1947 (Nov.) Bentley Mark VI S.S. saloon, 30,000 miles, black/grey, H.M.V. radio, new condition.

1937 Bentley 4¼ Park Ward, black and sand, H.M.V. radio, recent complete Bentley overhaul.

1936 Bentley 3½ Thrupp & Maberly 4-door sports saloon, sea-de-nil green, particularly modern and attractive car.

EXCHANGES and terms.—Swanmore Garage, 1176-80, Christchurch Rd., Boscombe East. Tel. Southbourne 1022. [7134

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1428

ACLAND & TABOR, Ltd., offer:—

1936 3½-litre Bentley 2-door sedanca by Windover, overhauled body renovated and passed by makers, black and green, brown leather; £1,350.

1937 4¼-litre Bentley 4-door semi-razor edge saloon by Thrupp & Maberly, H.M.V. radio, black brown leather, small mileage; £1,650.

1947 Mark VI Bentley saloon, passed by makers, grey, as new; £3,250.

APPLY North Road Garage, Welwyn 481. [7310

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 (August) Bentley Mark VI fitted Freestone and Webb razor edged 4-door sports saloon, black and beige, immaculate; £4,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. [7426

LARGE stock of 3½-4½ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [0096

CHARLES FOLLETT, Ltd., Accredited Bentley and Rolls-Royce Retailers and Repairers offer:—

1934 Bentley 3½-litre 4-door saloon by H. J. Mulliner, black, one owner, 72,000 miles, exceptional condition; £1,095.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [7103

1936 delivery 4¼-litre Bentley fitted with sports saloon body by Mulliner, colour grey with grey leather upholstery.

1935 delivery 3½-litre Bentley 2-door drop head foursome by Park Ward, green and beige.

1935 delivery 3½-litre Bentley Park Ward sports saloon, blue with blue leather.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. (Ken. 9477-8.) [6303

OCTOBER 1945 3½ Bentley Park Ward saloon, excellent cond., two owners, eng. resleeved; £975.—Guildford 62545. [6776

BENTLEY 1934, small mileage, 3½-litre Park Ward saloon, £250 recently spent on body, as new; £925.—E. & S. 11, Waterloo Place, S.W.1. [7460

BENTLEY Mark VI standard steel saloon, Dec., 1948, green.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [7163

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Bentley retailers and repairers; reliable used cars in stock. [4970

NEW and second-hand Bentley cars on exhibition at Hooper & Co. (Coachbuilders), Ltd., 54, St. James's St., S.W.1. Official retailers for Rolls-Royce and Bentley cars [0094

WOKING MOTORS (MAYBURY HILL), Ltd. (Woking 1928), offer: £985, 1934 3½-litre Bentley sports saloon by Barker, recently checked over by Bentley agents.

£1450.—1937 4¼-litre Bentley sports saloon by Park Ward, colour black-blue leather, chauffeur kept. [5013

CENTRAL GARAGE (CROYDON) offer December, 1936, Bentley 4¼-litre, 4-door saloon by Vanden Plas, black, brown hide upholstery; £1,650.—Central Garage. Tel. Croydon 7464. [6411

1949 (Dec. 48) Bentley saloon, mistletoe green with beige leather upholstery, one private owner, and really beautifully kept in new condition; £3,400.—G.M.R., Twyford, Hants. Tel. 2127. [6785

1937 Bentley 4¼ sports saloon by Thrupp & Maberly, black with beige leather, beautiful car, mileage 46,000; client taken delivery of new model, will accept £1,750.—Badger Garages, Blandford, Dorset. [6673

1934 Bentley 3½-litre drop head coupe by Barker, finished in bronze with red leather, a most attractive car in good mechanical order; £1,050.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [7291

FOURSOME 1935 3½-litre Park Ward 2-door Drop-head Coupe, leather, discs, lavishly equipped, delightful condition, exceptional throughout. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941 Mayfair. [7442

1934 (Dec.) 3½-litre Gurney Nutting sedanca coupe, completely overhauled at cost of over £1,000, Rolls-Bentley history available for examination, Radiomobile fitted, licensed year; £1,275, near offer.—Tel. Arnold 7432. [7457

4¼-litre razor-edged pillarless sports 4-door saloon by Park Ward, June, 1937, black, grey hide upholstery, a most attractive car in exceptional condition.—H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Spe. 0011. [7115

1935 Bentley 3½-litre 4-door saloon by Freestone and Webb, this is a specimen car for its age and will appeal to the Bentley enthusiast; £1,175.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [7292

BENTLEY Mark IV 4¼-litre Standard saloon, black, still under guarantee, looks brand new, maintained by Bentley Motors, whom vendor authorises to give full history and independent report; no dealers; seen London or by arrangement.—Box 4964. [6769

BENTLEY 4¼ Park Ward saloon, original registration, June, 1939, overhauled by Bentleys 1949 at a cost of £624, since when the car has run 1,200 miles only; detailed Bentley accounts for inspection; £2,175.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [6623

BENTLEY (3½ & 4¼-litre)

1936 Bentley 3½-litre saloon by Thrupp and Maberley, finished in black with dark grey leather, 5,000 miles only, one owner since 1936, a very attractive body with spotless interior, an absolutely unique 1936 Bentley; £1,295.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [7290

BENTLEY (other than 3½ & 4¼-litre)

BENTLEY 4½-chassis, Red Label engine, just rebored, V.D.P. le Mans 4-seater, black, tyres and battery good.—Box 4979. [6779

BENTLEY immaculate open 4½ for disposal due to domestic discord; £475.—Dove, 93, Woolwich Rd., Abbey Wood, S.E.2. [7587

1923 Bentley 3-litre, mechanically sound, laid up 1934-46, new wheels and tyres.—Talton-Brown, Whitley Brow, Melksham, Wilts. [7557

1925 Red Label 3-litre Bentley, engine overhauled, good tyres; first £200.—Collier, 37, Wensleydale Rd., Hampton, Middlesex. Molesey 2514. [7403

BENTLEY 3-litre 1924 long chassis tourer, one previous owner, only brakes relined, magnetos overhauled, good tyres, tonneau cover, excellent family car; £275 or offer.—Box 5042. [7542

VERY attractive Red Label drop head coupe by Salmon, in excellent condition throughout; Zeiss head lamps, new hood, 3.53 axle, good tyres, fast and economical; £350.—Box 4961. [6789

6½-litre Bentley sports saloon, streamlined, new tyres, 6½ first registered 1936; £750; terms, exchanges.—Moreton Garages, 61, Albert Embankment, S.E.11. Reliance 4016. [5184

RED Label 3-litre Bentley Speed model 1927 (1928 modification), a wonderfully reliable vintage car, 3 new tyres, tonneau cover, new hood; offers around £250.—Box 4980. [6788

BENTLEY 4½-litre, completely rebuilt in 1949 and fitted with special pistons, modified crankshaft and Borg and Beck clutch, D-type box, original 4-seater V.D.P. body; whole car in very good order externally, internally and mechanically; £600.—Fuelling, 35, Harrington Gardens, S.W.7. Tel. Fremantle 8351 or Terminus 1443 (office hours). [7582

6½-litre 1928 Bentley, registered 1949, £10 tax, spacious green and black Barker open tourer body from Rolls-Royce Phantom, a unique and very impressive combination, recently completely overhauled and rebuilt by West of England specialists, new radiator, batteries, twin S.U.s and triple electric pumps, crankshaft, bores reground, new bearings, pistons; oilcoil, B.T.H. magneto, Kigass, Fram, twin horns, two spare wheels, extremely accurate petrol gauge, rewired throughout, new hood, sidescreens, green leather upholstery, rear modified to incorporate built-in boot; this fine piece of machinery, in superb condition, is an ideal reliable touring car, over £700 spent, bills available, any trial, taxed, insured; all reasonable offers considered; domestic reasons for sale, photos available.—Cobb, Berkeley Lodge, Margate. Tel. 57. [7386

Bentley Cars Wanted

SOUR demand is urgent

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

CMJ

THE CAR MART, Ltd., wish to purchase Bentley cars, 320, Euston Rd., N.W.1. Euston 1212. [0958

J. MARSHALL.

WANTED, Bentley 3½- and 4¼-litres, all types of coachwork, any condition; immediate cash settlement.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [4987

BENTLEY Mark VI wanted privately.—Newman, 11, Waterloo Place, S.W.1. Tel. Whi. 8355. [7181

ROWLAND SMITH'S the Bentley buyers.—Hampstead High St. (Hamostead Tube). Ham 6061.

URGENTLY required, rewired 3½-litre or 4¼-litre pre-war Bentley.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [7275

CENTRAL GARAGE, CROYDON, are interested to receive details of Bentley cars for disposal.—Fell Rd., Croydon. Tel. Cro. 7464. [2723

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3562. [7458

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

JACK OLDING, Ltd., 8-10, North Audley St., W.1. official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0613

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works & stores, —12 Wellesley Ave., W.6 Riv. 1413. [8363

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

W. COOPER Ltd., Catherine St. St Albans 4345.

SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire [0622

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS.—18 Berkeley St., W.1. May. 6266.

SPARE parts

SERVICE.—12 Wellesley Ave. W.6. Riv 1413. [8367

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works: 212, New Kings Rd., Fulham, London, S.W.6. Tel. Renown 3866. [0447

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

A.F.N., Ltd.,

JOINT distributors for London, Home and Eastern Counties; also Berkshire, Bedfordshire and Buckinghamshire, offer:—

1949 Bristol saloon, 400/85A, metallic green, one owner, mileage 7,000, radio, passed by manufacturers.

1948 Bristol saloon, 400/85A, metallic green, one owner, always serviced by us.

1948 Bristol saloon, 400/85A, metallic blue, radio and heater, one owner.

FULL particulars on request.

FALCON Works, London Rd., Isleworth. Hounslow 0011. [6405

UM Ltd.

UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks, Beds and Bucks.

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0168

KEVILL, DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42 Hay's Mews, Berkeley Sq., W.1. Gro. 2563. [0296

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

SCOTLAND and Northern England; consult the enthusiasts.—James H. Galt Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7596.

BRISTOL, all models including type 401 4-5-seater on view, also Bristol type 400 saloon; used models available; the advantages of dealing with leading distributors will be obvious.

ANTHONY CROOK MOTORS Town End, Caterham Hill Surrey. Tel. 466. [1839

Bristol Cars Wanted

A.F.N., Ltd., will purchase Bristol Type 400 saloons.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [4613

Bristol Spares and Service

JAMES H GALT, Ltd., Bristol distributors for Scotland and Northern England.—Works: 71-73, Dobbies Loan Glasgow C.4. Tel. Douglas 0638. [0458

British Salmson Spares and Service

COMPLETE overhauls, repairs, service and spares for British Salmson cars.—Raynes Park, London, S.W.20. Tel. Wimbledon 0185 [0245

B.S.A.

190 gns.—1935 B.S.A. 12hp saloon, very fair condition.—Autosnips, 5, Balham High Rd., Balham 1509. [7224

£315.—B.S.A. Scout 10hp 1940 Series 6 sports 4-seater, grey, excellent cond.—Tel. or call after 6 p.m., 49 North Promenade, Cleveleys, Lancs. Cleveleys 2076. [6626

295 gns.—B.S.A. Scout, 1939 model, 10hp, series 6 sports 2-seater, metallic blue, blue leather, very good condition, year's tax; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7233

125 gns.—B.S.A., 1934, 9hp Peerless foursome coupe, black, sliding head, red leather, preselector, fluid flywheel, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7234

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3135

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

BUGATTI

£495.—3.3-litre 8-cylinder Bugatti with superb open 4-seater coachbuilt body by Corsica, car completely rebuilt throughout, new tyres, Bugatti aluminium wheels, 2 spares, new hood and full tonneau covers, ride control, Zeiss headlamps, a beautifully flexible car with maximum of 100mph.

BRIAN FINGLASS, Bugatti sales and service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [7129

BUGATTI type 57 sports saloon, one owner till 1948, present owner since, engine, gearbox, steering, brakes, radiator completely overhauled 5,000 miles ago, new crown wheel and pinion, all rear axle bearings replaced, rear springs set up 800 miles ago, recellulosed; £700.—Manning, 19, Manor Drive, Hinchley Wood, Esher, Surrey. [7462

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1331. [0071

BUICK

BROWNS for Buick.

1939 Buick 7-passenger Ambassador long chassis, radio, privately owned only, low mileage, immaculate: £975.—Brown's Garage, Loughton (Essex) 4119 (Tube). [5048

CARR BROS. offer:—

1938 Buick 31hp Viceroy saloon, a beautiful car in truly immaculate condition throughout, mechanically faultless and capable of years of reliable service, black cellulose perfect, and Bedford cord upholstery spotlessly new, radio; £675.

CARR BROS., High St., Purley, Surrey. Tel. Uplands 4811-2-3. [7174

SIMPSON'S MOTORS offer:—

1937 Buick special foursome drop head coupe, immaculate; £425.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [1754

1940 Buick Albemarle d/h coupe, grey, new tyres; £700.—Box 4817. [6527

1937 Buick, 31hp, blue, taxed, radio, sound condition, good tyres; £450 or near offer.—Pad. 8798. [6750

BUICK

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Buick 51 super saloon, colour blue, l.h.d., 23,000 miles, grey cloth upholstery, fitted with heater.

1948 Buick 51 super saloon, r.h.d., low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

1947 Buick saloon, radio, heater, beautiful condition throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [6929

LIMOUSINES; roomy 7/8-seaters, from £450; exchanges, hire purchase.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7049

1938 Buick saloon that has been perfectly cared for, fitted with radio, heater, etc.; £575.—Apply Nutt, The Spinney, Little Abington, Cambs. [7409

£750.—1939 Buick 8 drop head foursome coupe, steering column gear shift, immaculate.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [6889

£295.—Special opportunity, Buick Viceroy 30hp 6-seater touring saloon, 1937, black and chrome with brown leather upholstery, privately owned since new, nice mechanical order.—See below.

£399.—Eight-seater Buick Pullman enclosed limousine, 1936-7, with original and well-maintained black and chrome finish, clean upholstery and interior furnishings, face forward 3-seater occasional, winding division and ample space for luggage in external rear boot; engine in very good order, having been thoroughly serviced in our workshops, fitted heater; special No.—8 pass-light, etc.; excellent value for money.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115; 26 other limousines in stock. Write for our 18-page fully priced post-free catalogue; hire purchase, part exchanges; purchasers' fares refunded in full from any part of the country; showrooms open till 8 p.m. six days a week. [7348

LIMOUSINE, 1937, Double Enclosed, 8-forward, radio, 1946-condition, black. £795. Below

LIMOUSINE, 1939, partitioned, 7-forward, black, 31,000, unquestionable condition, radio, privately owned, reasonable cost. Aipe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [7443

Buick Cars Wanted

BUICK Sonomatic car radio or Motorola model required for 1939 Buick.—Liv. 3175. [6721

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick Wembley 3903. [7994

SOLE concessionaires, Lendrum & Harman, Ltd., will purchase used Buick models.—Showrooms, Buick House Albemarle St., London, W.1. Regent 7121 [0304

1938/9 Buick saloon, must be in good condition, with genuine small mileage.—"Southside," Woodlands Ave., Hornchurch, Essex. Tel. 662. [6451

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Cadillac 60 special 4-door saloon, very low mileage, immaculate car.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington next to Michelins). Ken. 4858. [1586

1938 Cadillac 7-passenger limousine, immaculate, privately owned; £795.—Stadium Autos, 178, New Barn St., London, E.13. Alb. 3366. [7204

1937 Cadillac black saloon, excellent condition, radio, low mileage; £475 or near offer.—Lar. 5469. 118, Forset Glade, Highams Park, E.4. [7375

1937 Cadillac 39.2hp drop head coupe, black and chrome, black leather, fawn mohair hood, Fisher body, in most immaculate condition, chauffeur maintained, one owner, genuine mileage 25,786, laid up war years, seen by appointment Manchester.—Box 5030. [7529

CADILLAC V.8 saloon, in magnificent mechanical condition, coachwork perfect and unmarked; engine, steering and suspension completely renewed throughout, 2 spare wheels, new tyres all round, radio; maintained regardless of cost; any expert inspection invited.—Box 4960. [6738

SCARCE model.—Superb 1937 (first registered October 1937) Cadillac 7-passenger limousine, winding division and disappearing face-forward occasional seats, luxurious equipment includes independent front suspension, commodious rear boot, deep-section bumpers, two spare wheels (unused) in metal covers, twin pass lamps, built-in radio, dictaphone, 4 interior lights, smoking companions, etc.; finished in black, chromium bright fittings and waist mouldings, upholstered in black leather in front and fawn cloth (spotless) at rear; speedometer reading 12,809 miles; appearance is practically indistinguishable new, it has been most meticulously cared for and must be seen to be appreciated; written guarantee, exchanges, terms.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [7264

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac. Wembley 3903. [7996

SOLE concessionaires, Lendrum & Harman, Ltd., will purchase used Cadillac models.—Showrooms, Buick House Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

JOE THOMPSON (MOTORS), Ltd., offers:—

1948 Chevrolet Fleetline saloon.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken 4858. [1588

1936-7 Chevrolet 2-seater, dickey, guaranteed; £210; payments.—Oldfield, 4, Russell Gdns., Mews, Kensington. Park 7780. [7257

CHEVROLET 1936 saloon, black, leather interior, good clean car, 20-24 m.p.g.; £200 or near offer.—Pace, 116c, West St., Farnham, Surrey. Tel. 5846. [6644

1946 (first registered 1947), £10 tax, Chevrolet 4-door saloon, left-hand drive, heater, 30,000 miles; £995.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7061

1937 Chevrolet 30hp saloon, Bedford cord, very clean exterior and interior, taxed year, bargain; £375.—Chiswick, Rogers Garage, 72, Chiswick High Road, W.4. Chiswick 4815/6. [5451

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet. Wembley 3903. [7997

DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7058

Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles only. Distributors for London and Home Counties.—British and Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7080

CHRYSLER

DICKS CAR SALES offer:—

1947 Chrysler Windsor saloon, numerous extras, very low mileage, positively as new; £1,550.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [6233

JOE THOMPSON (MOTORS), Ltd., offers:—

1948 Chrysler Town and Country.

1947 Chrysler New York saloon.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken 4858.

BRAY MOTORS.—£275; 1937 Chrysler 24hp de luxe saloon, black, brown hide, clean condition.—Below.

BRAY MOTORS.—£55; Chrysler 34hp 2-seater, 100 mph chassis, coupe body rough.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [7514

1935 Chrysler Kew saloon, 20hp, practically new tyres, taxed, running order; £140 or near offer.—Gla. 4236 or Gla. 4554. Mr. Cray, 498, North Circular Rd., Neasdon, N.W.10. [7452

Chrysler Cars Wanted

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler. Wembley 3903. [7998

CASH immediately for good Chrysler.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [7269

7-SEATERS 1937/38/39 Royal-Wimbledon-Dodge, privately owned Limousines required.—Aipe, Providence Court, Grosvenor Square. Mayfair-2941. [5272

1939 small mileage Chrysler Wimbledon, with leather trim, wanted.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 43405. [0566

Chrysler Spares and Service

CHRYSLER spare parts and engines for all models from stock.—Carmo, St. John's Wood Roundabout, N.W.8. Pri. 0141. [4719

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234.

CITROEN

H. W. MOTORS, Ltd.

THE Citroen specialists offer:—

1946 Light 15 de luxe saloon, metallic green, beige upholstery, new tyres; £685.

1947 Light 15 de luxe saloon, black/cream, brown upholstery, new tyres; £765.

1947 Light 15 de luxe saloon, black, brown upholstery, new tyres; £775.

1940 23hp 6-cylinder grand luxe saloon, black, brown upholstery, a magnificent vehicle in equal to new condition; £950.

WE especially welcome all owners and prospective owners of Citroen cars, and our very considerable service facilities are at their disposal.

H. W. MOTORS, Ltd., Walton-on-Thames. 783 & 1437 [6064

ROUNDABOUT offer:—

1947 Citroen Light 15, 14,000 miles only, one owner, sand colour; £825.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middlesex. Waxlow 1071-5. [7004

DAGENHAM MOTORS, Ltd., offer the following car:—

1949 Citroen light 15 sun saloon, gun metal, red leather, 7,000 miles.

56, Park Lane, W.1. Regent 4866. [6881

CHIPSTEAD MOTORS, Ltd.—See advert. under "Sports Cars." Advt. No. 6200. [6201

BRAY MOTORS.—£375; 1938 Citroen super modern 12 de luxe saloon, black, red hide, immaculate.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [7510

CITROEN Super Twelve, immaculate, bills for £150, 2,000 miles since new engine; £300.—Tel. Bal. 4178. [6616

1938 Citroen 12 roadster, cream, red wheels, red leather, splendid condition; £350.—Box 5047. [7385

CITROEN F.W.D. modern saloon, reg. 1937, private owner; £325 or offer.—55, Falkland Pk. Ave., S.E.25 (Vig. 2122 daily). [6634

CASS'S MOTOR MART.—1940 Citroen 12.8 saloon, speedo reading 25,000, superb condition, written guarantee.—5, Warren St., W.1. Euston 4110. [6320

1939 Citroen 12 4-door de luxe saloon, in really excellent condition throughout, recently overhauled; £465.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [7600

1940 20hp 6-cyl Citroen saloon, colour silver with red leather, recent overhaul, nearly new tyres, special large head lights, twin spot lamps, twin horn, Fram oil filter, etc.; £875.—Woking Motors (Maybury Hill), Ltd. Woking 1936. [5014

JOHN S. TRUSCOTT, Ltd., for really good Citroens; only first-class examples are offered; present stock includes two 1948 saloons, 13,000 and 20,000 miles, one 1949 saloon, 2,700 miles; exchanges, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [6960

£505.—Immaculately maintained Citroen 12hp sports roadster, July 1938 (unused 1940-1945), strikingly finished in cream with black wings and upholstered in red leather; works maintained since new and actually overhauled by makers themselves in November last year; full history and all bills available for inspection, several special extra features; offered with a fully comprehensive guarantee by

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Hire purchase. Part exchanges. Free delivery. [7355

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Citroen Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Citroen cars. 320, Euston Rd., N.W.1. Euston 1212. [0712

C. G. NORMAN & Co.,

CITROEN Sole distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.

CASH immediately for good Citroen.—H. P. Edwards, 26, Upper High St., Epsom. 9400. [7277

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437.

JOHN S. TRUSCOTT, Ltd., urgently require first-class Citroens.—173, Westbourne Grove, W.11. Bay. 4274. [6964

ACE SERVICE STATION (LONDON), Ltd., purchase for cash all Citroen cars.—North Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6774

Citroen Spares and Service

C. G. NORMAN & Co.

CITROEN sole distributors for the County of London. Citroen spares and service. 50, Vauxhall Bridge Rd., S.W.1. Victoria 7611-6. [0756

SOUTH of the Thames.

SALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2 [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. Grams, Trubie.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4863.—Citroen spares, reconditioned drive trains, 48-hr service. [7923

CITROEN specialists, breakdown service, exchange gear box fitted 24 hours.—Lorraine Garage, 29/30, Elvaston Mews, S. Kensington, S.W.7. Western 6974.

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

DAIMLER

CHARLES FOLLETT, Ltd., offer:—

1950 Daimler 2½-litre Barker drop head coupe, black, brown leather, heater, radio, 2,400 miles only; as new; £1,850; B.M.T.A. permission to sell.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [7102

1936 4½-litre Daimler limousine by Hooper, 14,000 miles, as new. [7203

LANCEFIELD COACHWORKS, Wrenfield Place, Herries St., W.10. Ladbroke 2951-5.

DAIMLER 7-seater partitioned 4-door limousine saloon, splendid order throughout; £175.—'Phone appt., Maidenhead 3002.

1938 25hp Daimler Straight 8 saloon, 20,000 miles only; £650.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [7417

DAIMLER 17hp saloon, 1938, excellent condition and appearance, recently overhauled, low mileage; £525; seen Birmingham.—Box 4916. [6687

BRAY MOTORS.—£595; 1936 Daimler 7-passenger limousine by Windover, the whole car is immaculate, ex-property of titled lady.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [7521

1937 Daimler 15 saloon, black, excellent condition; £400.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [6532

CASS'S MOTOR MART.—1937 Daimler 17hp saloon, first registered July 1938, 36,000 miles, immaculate, written guarantee.—5, Warren St., W.1. Euston 4110.

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0544

LIMOUSINE, Windover coachwork, occasional seats and division, 1935 20hp Daimler, beautiful condition not used for hire; £325.—Wareing, 36, Erinbank, Manor Rd., Bournemouth. [4762

DAIMLER Light 20 saloon, 1937, completely overhauled, excellent condition and appearance; £425; low mileage; fine Town and Country car; examination, trial, Midlands.—Box 4917. [6688

STRATSTONE, the Daimler specialists, offer a comprehensive range of good second-hand Daimlers, both saloons and limousines.—Stratstone, 40, Berkeley St., London W.1. (Mayfair 4404.) [6376

175 gns.—Daimler 15, Oct., 1934, de luxe 4-door saloon, black, sliding head, brown leather, pre-selector, good tyres, very good condition; terms, exchanges.—Rowland Smith, below.

595 gns.—Daimler 20, 1938, semi razor edge sports saloon, sliding head, black, red leather, pre-selector, new tyres, carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [7255

1947 36hp Daimler, 8,000 miles, Hooper razor-edged saloon, electric division, black, blue leather, radio and every luxury, magnificent motor car.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 3557. [5994

1938 series Daimler 15 model D.B.71, self-change, 4-door sunshine saloon, black with brown hide upholstery, tyres equal new and mechanically 90%, beautiful condition throughout; unrepeatable bargain, £495.

MATTHEWS OF STOCKWELL, Stockwell Rd., S.W.9. Brixton 6555. [7566

1936 Daimler 20 saloon, 52,000 miles, unused throughout war, immaculate condition throughout, unused since last March, £120 overhaul; best offer over £400.—Newnam Brewery, Lye, Stourbridge, Lye 58. [6642

E.L.24 limousine, 1937 (June), Daimler 7-passenger double enclosed limousine, chauffeur's division, forward occasionals, finished dark blue and black, very low mileage, almost new tyres, taxed, in exceptional condition throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [9157

DAIMLER

NAYLOR & ROOT, Ltd.—1939 Daimler 18 sports saloon, black, blue hide upholstery, reconditioned throughout, excellent performance, £795; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272; open 9-6 each week-day including Saturday. [6968

£645.—Daimler 2½-litre 18hp saloon de luxe, June 1940, with original black and chrome coachwork beautifully maintained by previous owner, and upholstered in dark blue Conolly hide; whole interior furnishings in spotless order, whilst mechanically the car is in equally good condition, performance being particularly smooth and satisfying; a moderate amount of mileage has been run and the car is open to any extensive examination or trial; outstanding opportunity to obtain a 1940 Daimler in the condition to give thousands of miles of delightful and trouble free service.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2361 and 3115. Easy and confidential hire purchase. Part exchanges. Write for 16-page post-free stock list and details of our free delivery service. [7353

Daimler Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434.

E.L.24 32hp urgently required.—J. B. Taneborne, 30, Wilton Row, S.W.1. Sloane 4665 [5523

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WANTED, 24hp E.L. type Daimler limousines; state full particulars.—Fingland's, 213, Wilmslow Rd., Manchester, 14. Rusholme 2894. [6678

LIMOUSINES Modern 24hp-32hp urgently required. Cash. Details please.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [5275

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3, Kensington 7301. [0236

SPECIALISED Daimler gear box service; all types quick deliveries, guaranteed work, spare parts supplied. H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [0145

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham S.W.4. Macaulay 4199 and 4874.

DELAGE

ACLAND & TABOR, Ltd., offer:—

1938 D.6 Delage saloon, maroon and silver, Cotal gear box, magnificent condition; £650.

APPLY North Road Garage, Welwyn 481. [7311

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

RAPID repairs and parts for Delage.

SOLE concessionaires for Great Britain, etc

HEAD office, 82, Park St., W.1 [6495

WE buy, sell and repair Delages.—Marlborough Garage, Abbey Rd., St. John's Wood, N.W.8. Mal. 0267

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1, Delage specialists; all facilities and pre-war factory trained staff to carry out mechanical, electrical, and coachwork repairs; large stocks of genuine spares.—Tel. Grosvenor 4141 [0501

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).

SOLE concessionaires for the famous Delahaye cars

S.A. and other overseas enquiries invited.

HEAD Office: Regional House, 82, Park St., W.1 [2407

D.K.W.

SALE, D.K.W. 1938 Master sunshine saloon, radio, 50 m.p.g., really excellent condition, including large quantity spares; £245.—Box 4841. [6622

1939 D.K.W. 6.8hp cabriolet, excellent coachwork; £250; owner leaving country.—Humphreys, Kemble Vicarage, Glos. Kemble 240. [7399

MAYFAIR GARAGES, Ltd.—1939 model 7hp 4-seater drop head coupe, blue, good tyres, spares, exceptional condition throughout, 3 months' guarantee: £275.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. [6133

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

DODGE

ACLAND & TABOR, Ltd., offer:—

1947 (reg.) Dodge 4-door saloon, leather upholstery, R.H. steering, radio, spare unused, speedo 21,000 miles; £1,795.

APPLY North Road Garage, Welwyn 481. [7312

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Dodge saloon.

JOE THOMPSON (MOTORS) Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken 4858.

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/5/7127. [0192

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12 (Tel. Balham 2234.) [0362

FIAT

PERFORMANCE CARS, of Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offers two 1937 Fiat 500 cabriolets; see under "Sports Cars." [7436

FIAT

1938 Fiat 1100 pillarless saloon, sun roof, in very good condition; £325.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 5507 and 1520. [5043

FOX & NICHOLL, Ltd., have 1939 Fiat 500 models, two-and four-seaters; rebuilt 500 engines usually available, spares and service specialists.—Kingston By-Pass Rd., Derwent 1122. [0242

175 gns.—Fiat 500, 1938, convertible coupe, maroon, red leather, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [7256

MAYFAIR GARAGES, Ltd.—1940 model fixed head de luxe coupe, silver, blue leather, all good tyres, recently completely overhauled, outstanding condition throughout, 3 months' guarantee; £375.—Below.

MAYFAIR GARAGES, Ltd.—June, 1939, 500 de luxe 4-seater folding head saloon, maroon, brown leather, bumpers, smart car, carefully maintained, 3 months' guarantee; £360.—Below.

MAYFAIR GARAGES, Ltd.—June, 1939, 500 de luxe convertible coupe, jewellessence silver, blue leather, exceptional condition throughout, 3 months' guarantee; £310.—Below.

MAYFAIR GARAGES, Ltd.—1938 model 500 de luxe convertible coupe, silver, red leather, good tyres, luggage carrier, carefully maintained, 3 months' guarantee; £285.—Below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. [6130

1939 Fiat 1100 1/c 6-light saloon, 32,000, but in literally new condition, fitted specially tuned o/s engine, Fram, Vertik economiser, S.U. carburetters, new o/s batteries, special roof luggage grid, Philco radio, Brooklands steering wheel; £475.—Derrington.

W. DERRINGTON, Ltd., 159, London Rd., Kingston 5621. [6537

Fiat Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Fiat cars.—320, Euston Rd., N.W.1. Euston 1212. [0960

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call. [7448

Fiat Spares and Service

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0136

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley.

B.D.J. (ENGLAND), Ltd., your North-West London 500 specialists; see your exchanged engine on test, fitted same day.—65, Lowlands Rd., Harrow (1 minute Harrow Met.). Temporary tel. Byron 1818. [0325

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners; complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [7383

FORD (8 h.p.)

CAR MART, Ltd.

FORD 1949 Anglia, fitted with 10hp engine, 7,000 miles; £650.

FORD Anglia, 1948/9 new type, 2,000 miles; £635.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6865

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

G. P. (BALHAM), Ltd., offer:—

170 gns.—1936-7 Ford 8 saloon, excellent condition, original paint, good tyres, any trial; choice of two.

G. P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 3117. [6998

H. A. SAUNDERS, Ltd., offer:—

1949 Ford 8hp Anglia saloon, 4,000 miles; £585.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [6901

ALLAN TAYLOR MOTORS, Ltd., offer:—

FORD Anglia saloon, 1946; £435.

HIGH St., Wandsworth, S.W.18. Tel. Putney 6431. [7415

1949 Ford 8 Anglia saloon, 3,000 miles.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [7013

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford Anglia, black, 4,000 miles.

1949 Ford Anglia, black, 7,000 miles, choice of three

56, Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middlesex. Perivale 3388. 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [6862

1948 (April) Ford Anglia, colour black, fitted radio, one owner; £495.

W. J. BROWN, Ltd., main Ford dealers, 339, Finchley Rd., N.W.3. Hampstead 4414 [5681

1939 Ford 8 saloon, recellulosed, re-upholstered, new mats, splendid chassis; £325.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5575. [7469

£545.—1949 Ford Anglia saloon, black, maroon upholstery, 10,000 miles, as new throughout.

MAKIN & HARRISON 492-496, Chiswick High Rd., W.4. Chiswick 0558-2612. [7154

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (8 h.p.)

£295—1938 Ford saloon.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [5284

1938 Ford 8 saloon, taxed Dec., excellent condition; £285.—Perce Rye, 495, Fulham Rd., S.W.6. Fulham 5643. [0190

1947 Ford 8 saloon, black, one owner; £475.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [8154

1949 Ford Anglia saloon.—British and Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7068

1947 Ford Anglia, one owner, as new; £440.—Bertram Cowen, Hermitage Lane, Streatham, Pollards 2100. [7104

1946 Ford 8 Anglia saloon, very clean and in good running order, £450; 1936 Ford 8 popular saloon, good running order, £195.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6599

1949 Ford Anglia, 2,800 miles, as new; £600.—L. F. Dove, Limited, Mid-Surrey Car Centre, Guildford Road, Woking. Tel. 1282. [5813

1939 Ford 8hp de luxe saloon, completely reconditioned, recellulosed, etc., amazing condition; £390.—Robbins, East Putney. Tel. 4581. [3919

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946/8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [5367

1946 Ford 8 Anglia saloon, 30,000 miles, loose covers, many extras, ex. cond.; £395.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6762

1936 Ford Anglia, immaculate condition, taxed to end of year, radio fitted; £435.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6123. [6928

£65 deposit or £195 cash. 1937 model Ford 8 saloon, black cellulose with red leather upholstery, economical car; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [6057

Ford Eight Cars Wanted

CAR MART, Ltd., wish to purchase Ford 8hp cars.—150, Park Lane, W.1. Grosvenor 3434. [0713

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

FORD 8 1938-46 wanted in good condition.—Write E., 35, Kingston Hill, Surrey. Tel. Kin. 3116; after six, 8249 [5910

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0588

FORD 8s wanted for cash, immediately.—F. King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. [1348

1937-1948 Ford 8 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [2124

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [3134

FORD (10 h.p.)

CAR MART, Ltd.

FORD 10hp 1949 Prefect saloon, 1,000 miles; £795.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6864

NEWNHAMS, Ltd.

1948 Ford Prefect saloon, black with brown leather, carefully used.—NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [1583

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd. Station Bridge, Wealdstone, Harrow, Middlesex [0100

PHILIP RICKARDS, Ltd., offer:—

1948 Ford Prefect, 12,000, black, excellent condition.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [6857

H. A. SAUNDERS, Ltd., offer:—

1949 Ford 10hp Prefect saloon (new type), black-red leather, 5,000 miles; £735.

1947 Ford 10hp saloon, black with brown leather; £595.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [6902

ALLAN TAYLOR MOTORS, Ltd., offer:—

FORD Prefect saloon, 1949, 8,000 miles; £715.

FORD 10hp saloon, 1938, recellulosed; £310.

HIGH St., Wandsworth, S.W.18. Tel. Putney 6431. [7414

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford Prefect, green, green hide, 3,000 miles.

1949 Ford Prefect, beige, brown hide, 4,700 miles.

1948 Ford Prefect, black, cloth, 12,600 miles.

56 Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middlesex. Perivale 3388. 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [6883

1948 (Sept.) Ford 10, beige, low mileage, as brand new, taxed; £625.—CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [6547

FORD Prefect 10hp 1947, black, 11,800 miles, first-class condition; best offer over £565.—Flat 2/7, Sloane St., S.W.1. [6801

1948 Ford Prefect saloon, 4,000 miles.—British and Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7071

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [7392

1949 Ford Prefect saloon, new type, 6,000 miles, radio, quite like new.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [6888

FORD (10 h.p.)

1948 Ford Prefect saloon, black, in first-class condition, £595; 1939 Ford Prefect saloon, loose covers, excellent condition, £365.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6600

1947 Ford Prefect, under 16,000 miles, black with brown upholstery, perfect condition.—Offers to 56, Nightingale Rd., Guildford. [6802

1949 (June) new type Ford Prefect, pastel green/cloth, 5,200 miles, immaculate condition; £695.—Barclay Motors, Ltd., Bury St. Edmunds 2347. [7179

1939 Ford Prefect 4-door de luxe saloon, immaculate throughout and spotless condition; hire purchase, exchanges; 3 months' guarantee.—LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144.

1949 Ford Prefect, fawn, just out covenant, mileage 8,200, perfect condition; price £690.—Write Sawers, Spott, Wych Hill Lane, Woking, or Tel. 1720. [7458

1947 Ford Prefect 4-door black saloon, red leather, heater, loose covers, taxed, excellent condition; £565.—Reeve Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [7575

Ford Ten Cars Wanted

I REQUIRE post-war Ford 10 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [6815

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

1949 Ford 10 Prefect saloon wanted.—Turnbull, Ross House, Station Hill, Winchester. [6894

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0790

FORD 10 cars wanted; cash or exchanges; h.p. a/cs. settled.—Mac, 12, Brambledown Rd., Wallington. Vigo 6397. [7421

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0158

WANTED, 1939 Ford Prefect 4-door saloon in good condition.—Gee Cars, Ltd., 60, Queenstown Rd., S.W.8. Tel. Macaulay 3363. [6917

FORD 10s wanted for cash, immediately.—F. King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. [1349

WANTED urgently, 1948 Ford Prefect black saloon, small mileage.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [1661

RAYMOND WAY the hire-purchase specialists, are still buying Ford 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5660

FORD (V.8)

LAYTON'S OF OXFORD offer:

£965.—1948 Ford Pilot, one owner since new and faultless throughout, finished in black with grey upholstery; fully guaranteed for one month the same as a new car; terms over 24 months if required.

LAYTONS, New Rd., Oxford. Tel. 3381. [6746

WANSTEAD MOTORS, Ltd., offer:—

1949 Ford Pilot, black, brown leather, radio, heater, 4,000 miles; £1,085.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [7419

WARWICK WRIGHT, Ltd., offer:—

1949 Ford Pilot saloon, black, brown leather, radio and heater, 3,000 miles; £1,095.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7025

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Ford Pilot saloon with radio and heater, nominal mileage, immaculate; £975.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. [7429

DAGENHAM MOTORS, Ltd., Ford main dealers.

1948 Ford Pilot, black, cloth upholstery, 11,000 miles.

1939 Ford 91A 30hp genuine wooden 7-seater shooting brake, one owner; 14,000 miles only.

56 Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Middlesex. Perivale 3388. 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [6884

1949 Ford Pilot de luxe, leather, heater and radio, first-class condition, small mileage; £1,050.—A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [6689

BRAY MOTORS.—£395; 1939 91A Ford 30hp Martin Walter Utilecon, in super condition throughout.—Below.

BRAY MOTORS.—£395; 1938 81A Ford 30hp drop head foursome coupe, excellent runner, unworn tyres; bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [7327

AMERICAN Ford V.8 1941 de luxe saloon, 30hp, radio, heater, splendid condition, black, £10 tax; nearest £650.—Tel. Springpark 4555. [7493

1938 Ford V.8 22hp saloon, splendid condition throughout.—Bertram Cowen, Hermitage Lane, Streatham, Pollards 2100. [7108

1949 American V.8 Ford de luxe saloon, 2,000 miles.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [3391

FORD V.8 de luxe saloon, 30hp, £10 tax, lovely condition, registered 1950.—A.J. Engineering Co., Ltd., Woodman's Yard, S.E.19. Liv. 0061. [7745

1949 Ford power-operated convertible, latest American model in faultless condition, 5,000 miles; £1,875.—Crawley, Western 6015. [7508

GORDON CARS (LONDON), Ltd.—1949 Ford Pilot saloon, black, heater, radio, 13,000 miles.—Gordon House, 373, Euston Road, N.W.1. Euston 6611. [7040

1948 Ford Pilot saloon, blue, 8,000 miles, unblemished condition throughout; £950; exchanges, deferred terms.—John S. Trusscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [6963

1949 Ford V.8 Pilot de luxe saloon, finished in black with brown leather, 11,000 miles, one owner, fitted radio; £925.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [7293

325 gns.—Ford V.8 1939 22hp 4-door saloon, coronation blue, grey leather excellent condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [7237

FORD (V.8)

1936 V.8 30hp drop head coupe, grey with maroon hood, all new tyres, Columbia overdrive (new) not yet fitted, the entire car in excellent condition, purchaser will need Board of Trade import licence; £250; delivered any part of England.—Paul Cusack, 19/20, Fenian Street, Dublin. [6610

Ford V.8 Cars Wanted

CAR MART, Ltd., wish to purchase Ford Pilot cars.—320, Euston Rd., N.W.1. Euston 1212. [0714

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

JOHN S. TRUSCOTT, Ltd., urgently require first-class Ford Pilot.—173, Westbourne Grove, W.11. Bay. 4274. [6965

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. [0159

UTILITY—FORD OR OTHER BODIES

FIRST registered 1948, Ford Mercury utility, excellent condition, new engine just fitted, taxed (£10) to December; £575.—Copeman, Hill Farm, Swalcliffe, Banbury. Swalcliffe 253. [6781

225 gns.—Ford V.8, June, 1937, 30hp, 4-door 8-seater utility, wood body, removable rear seating, glass all round, drop tail-board, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [7236

Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1946 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5237

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0937

MAPLE leaf Ford V.8 utility wanted, in good order.—Bernard Fisher, 17, Ravensdale Mans., Haringey Park, N.8. Mountview 7216. [6729

FORD MISCELLANEOUS

GODFREY DAVIS, Ltd.

FORD main dealers.

ALWAYS open.

SELECTION from our stock. Write for full list.

GODFREY DAVIS, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [3209

1918 model T Ford, at present receiving needed loving care, for sale.—Inquiries Marlborough Garage, 39a, Abbey Rd., St. John's Wood. [5328

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0379

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

THE CAR MART, Ltd., wish to purchase Ford cars.—150, Park Lane, W.1. Grosvenor 3434. [0961

W. HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Ford. Wembley 3903. [7999

BRITISH & COLONIAL MOTORS, Ltd., require good Ford cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [7064

JOHNSTONS SERVICE GARAGE urgently require all makes Ford cars.—1a, Midmay Ave., N.1. Canonbury 6666-7-8. [3891

R. S. CURRIE & Co., Ltd.—Low mileage Ford cars wanted.—105, Westbourne Grove, W.2. Bayswater 0085. [4452

LUTON MOTOR Co., Ltd., Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 5713. [0042

Ford Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405/9, King St., W.6. Riv. 3665. [0223

FINSBURY and Islington

MAIN Ford dealers, Highbury Corner Motors, Canonbury Rd., N.1. Exchange parts, all spares, immediate service.—Canonbury Rd., N.1. Canonbury 2464. [0357

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

PUTNEY 6431 (4 lines). [0314

FOR Ford mudguards, running boards, 1933-46.—Brooks, 85, Queens Rd., Brighton. [0583

FRANK G. GATES, Ltd., High Rd., Woodford Green. Tel. Wanstead 2233. Main Ford dealers; service and all spares. [0095

ADLARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers; service and all spares. [0110

YOUR Ford car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs; all models.—Cranhurst Garage, Ltd., Station Parade, Cricklewood, N.W.2. Gladstone 0570. [0281

HORVELL patent wheel discs, enhance your Ford car or van with these highly polished, rustless, stainless, non-drumming modern wheel discs, simple fitting; 70/- per set of four; V.8 84/- per set (not for wire wheels).—Maurice Cheshire & Co., 29, Soho Hill, Birmingham 19. Northern 5128. [0632

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FRAZER NASH

FRAZER NASH Colmore model, 1932, Meadows engine, deflector head, engine recently completely overhauled at cost of £70, good performance, new battery, two new tyres, 30mpg, taxed end year, ready drive away, best offer secures; Taunton area.—Box 5037. [7537

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0939

FRAZER NASH-B.M.W.

A.F.N., Ltd., offer:—

FIRST registered (new car) Type 328 1946 Grand Prix 2-seater, one owner, always maintained by us, colour maroon, pigskin upholstery, mileage 20,000 only; £950.

TYPE 326 4-door 4/5-seater saloon, black, red leather, radio, demisters; £575.

FRAZER NASH CARS, Falcon Works, London Rd., Isleworth, Hounslow 0011. [6914

FRAZER NASH-B.M.W., 1937 4-seater cabriolet, type 329, £150 engine overhaul in 1946, one owner.—Offers to Biggs, Winterbourne Abbas, Dorchester. [6716

FRAZER NASH-B.M.W., 1939, type 321, 16hp., d/h coupe 4-seater, resprayed, overhauled, 28mpg; £595.—2, Leavesden House, Weybridge. Tel. 4425 evenings. [7393

1938 Frazer Nash 2-seater, Type 55 B.M.W. engine with Arnott supercharger, a fine specimen of this famous breed; price £425; part exchange or hire purchase.

B. A. ROLFE & SONS, Ltd., Romsey, Hants. Tel. 3185. [6650

1938 Frazer Nash-B.M.W. 2-4-seater, drophead coupe by Bertelli, 12.5hp, small mileage, mechanically perfect, appearance immaculate, very smart car.—Offers to 212, Cooden Drive, Bexhill, Sussex. Tel. Cooden 702. [7391

FRAZER NASH-B.M.W. 2-litre cabriolet, 1935, engine just completely overhauled, fitted Cromard liners, new pistons, bearings, crankshaft reground; best offer over £300; seen Banbury until July 2, then London area by appointment.—Sands, East House, Adderbury, Oxon. [7390

TANKARD & SMITH, Ltd., offer 1936 model B.M.W.-Frazer Nash type 45 cabriolet in maroon with leather to match, excellent condition throughout, very fine performance; £350; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, King's Rd., S.W.3. Tel. Flaxman 4801-2-3. [6766

1938 1½-litre Special English drop head coupe, motor show exhibit, black, red leather, new engine 1947, less than 10,000 miles, new front suspension, back axle, tyres, reconditioned gear box, everything immaculate, very fast, excellent roadholding, steering, etc., 35-40 m.p.g.; radio; £475.—Collins, Richmond, Surrey, 2636. [5707

Frazer Nash-B.M.W. Cars Wanted

THE Frazer Nash-B.M.W. specialists.—27a, Pembridge Villas, W.11. [7197

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0940

GRAHAM

AMERICAN black saloon 1936 33hp, very modern lines, completely overhauled with makers' spares which are available, engine resleeved, new tyres and tubes, new accumulator, radio, twin horns, spotlight, etc., only wants seeing first; £295.—Tel. Clissold 3244. [6792

HANSA

HANSA 15hp black saloon, excellent condition, fast reliable; £350; arrange view London.—Tel. Bramley 2326. [6804

HEALEY

BROOKLANDS,

HEALEY distributors for London.

IMMEDIATE delivery of new Silverstone 2-seater; price £1,275/19/5.

ALSO special drop head 4-seater coupe by Abbott of Farnham; delivery in two months; price £1,917/8/4.

ALSO 2-door sports saloons by Tickford.

103, New Bond St., W.1. Tel. Mayfair 8351-6. [7304

Healey Cars Wanted

BARTLETT.—Healey saloon, tourer or Silverstone wanted.—27a, Pembridge Villas, W.11. [7196

HILLMAN 10

W. HAROLD PERRY Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel Hillside 4444

1948 Hillman Minx Phase II saloon; £760.

1948 Hillman Minx drop head coupe colour blue, blue leather upholstery, mileage 11,000; £740.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12 Tel. Hillside 4444. [4179

CAR MART, Ltd.

HILLMAN Minx Phase III, 1949, saloon, radio, 4,000 miles; £950.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6865

TOM GARNER, Ltd., offer:—

1949 Hillman Minx Mark III saloon, black with brown leather, 7,000 miles.

1948 Hillman Minx Mark II drop head coupe, black with brown leather, 12,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6833

G. P. (BALHAM), Ltd., offer:—

155 gns.—1934 Hillman Minx 4-door de luxe saloon, original paint, leather upholstery, good tyres, really exceptional condition, any trial; a bargain.

G. P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 3117. [6999

GLANFIELD LAWRENCE offer:—

1939 Hillman Minx saloon, black, excellent condition; £375.—407, High Rd., N.12. Finchley 0091. [6541

H. A. SAUNDERS, Ltd., offer:—

1949 Hillman Minx Magnificent, leather upholstery 6,000 miles; £885.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [6905

HILLMAN 10

JAMES SIMPSON (SALES) offer:—

1947 model Hillman 10 foursome drop head, one owner, low mileage, as new; £625.

JAMES SIMPSON (T.C. MOTORS), Ltd., 244, Brompton Rd., S.W.3. Ken. 9464. [6212

McKINNON MOTORS, Ltd., offer:—

1949 (May) Hillman Minx Mark 3 saloon, black, brown leather/cloth, one owner, taxed June, 780 (seven hundred and eighty) miles only, brand new condition; £925.

CONFIDENTIAL extended terms, 6 months' guarantee.

McKINNON'S, "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [6697

WARWICK WRIGHT, Ltd., offer:—

1949 Hillman Minx 10hp saloon, pastel green, brown leather, 8,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7026

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Hillman Minx saloon, green, 6,000 miles, immaculate condition.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [6406

1947 Hillman Minx saloon, low mileage; £595.

COLES GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 3610. [7507

1946 Hillman Minx saloon, black, first-class order; £575.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [7188

1948 Phase II Hillman Minx saloon, 8,600 miles, sliding roof, taxed.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6949

£100.—Hillman 10, 1934.—Morland, 25, All Saints Rd., W.11. Park 6292. [7205

1947 Hillman Minx saloon, black with brown upholstery, one owner; £545.

DOBSONS, Ltd., Hillman agents, Staines, Middlesex. Tel. 801. [6927

1949 Hillman Phase III saloon, 3,000 miles, definitely as new; £875.—Below.

1947 Hillman 10 saloon, 15,000 miles, almost as new; £675.—Below.

1946 Hillman 10 drop head coupe, black, brown leather, beautifully maintained; £595.—Robbins, East Putney. Tel. 4581. [7200

595 gns.—1947 Hillman, 19,000 miles, quite exceptional condition.—Flaxman 6206. [7506

1949 Phase III Minx, black, 6,000 miles; £820.—Wells, Primrose 5915 after 6 p.m. [7580

1949 Hillman Minx saloon, fawn, red leather; £850.—S. Miller, 97, Stanhill Lane, Oswaldtwistle, Lancs. [7489

415 gns.—Hillman 10 de luxe saloon, 1940, but 1949 condition.—Autosnipe, 5, Balham High Rd., Balham 1509. [7225

1936 Hillman Minx saloon de luxe, sea green, recellulosed, new mats, appearance almost like new, good chassis; £275.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573. [7170

1947 Hillman Minx drop head coupe one owner 12,000 miles; £675.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [4151

1946 Hillman drop head coupe; £595, or 30 monthly instalments of £24.—The Cooden Engineering Co., Bexhill, Cooden 600. [6755

1949 Hillman Minx Mark III saloon, dove grey, superb condition; £825.—Sluis, 24, Ashley Rd., Thornton Heath, Surrey. [6799

10200 miles, 1949 (April) Hillman saloon grey.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [7161

1947 (July) Hillman Minx sunshine saloon excellent condition, bargain.—Lionel H. Pugh, 13-14, Brook Mews, W.1. Mayfair 4433. [7454

1940 Minx saloon, black-red, a most attractive car.—H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011 [7115

£325.—Hillman 10 1938 4-dr sln., leather interior, sliding roof, exceptionally good mechanically, choice of three. Many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7; open Mon to Sat., 9-6 (50 yards Holland Park Tube Station) [6705

1947 model Hillman Minx saloon, blue, low mileage; £550.—R.E.P. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 2881-2. [6916

£525.—Hillman Minx saloon, 1946 model, one owner, low mileage, excellent condition.—M.B. Motors, 336, New Cross Rd., London S.E.4. Tidemay 3779. [6154

£295.—1938 Hillman Minx 10hp de luxe saloon; 1946 at £550; 1947 registered 10hp van at £225.—Traynor Motors, Ltd., of East Ham, Grangewood 2530. [7500

1946 Hillman Minx saloon, one owner, blue/blue interior, new tyres, radio, taxed; £525.—Birkett Motors, Ltd., 654-656, Mile End Rd., Bow, E.3. Advance 1517. [7168

1947 (Oct.) Hillman Minx 10hp saloon de luxe, first-class order, loose covers, etc.; £625.—L. F. Dove Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [6919

1949 (June) Hillman Minx saloon, dove grey, condition as new, 4,000 miles; £875.—Write or appointment, Litchfield, 24, Keats Way, Ashburton Estate, Croydon. [7553

1946 Hillman Minx black saloon, one owner, really immaculate condition; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [7424

WALTER SCOTT, Ltd.—1939 Hillman Minx drop head coupe, black, exceptional condition; £415.—39 College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube) Primrose 5914. [5410

1948 Phase II Hillman Minx, spare unused, immaculate condition; £750.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5-6. [5993

£395.—1940 Hillman Minx new type saloon de luxe, finished suede green, with green leather, attractive condition, good mechanical order, fully guaranteed in writing.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Hire purchase. Part exchanges. Free delivery. [7356

HILLMAN 10

1947 Hillman Minx drop head coupe black, brown leather upholstery, fitted Ace discs; £650; another at £625.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725-5870. [5186

1947 Hillman Minx drop head coupe, special export model, in perfect condition, with right-hand steering, low mileage; £650 or near offer.—Jones, "Crossways," Waterbeach, Cambridge. Tel. Waterbeach 321. [6667

245 gns.—Hillman Minx 1935 10hp foursome drop head coupe, re-cellulosed maroon, new top, good tyres, exceptional condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7253

NAYLOR & ROOT, Ltd.—1948 Hillman Minx Phase II saloon, grey, blue upholstery, low mileage, immaculate condition throughout, £775; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25 East Hill, Clapham Junction, S.W.18. Batt. 5272; open 9-6 each week-day including Saturday. [6966

HILLMAN 14

COACHCRAFT offer:—

£315.—1938-9 Hillman 14 4-door saloon de luxe, large roomy car in very superior order throughout, extensively reconditioned mechanically, immaculate appearance, good tyres, new battery, economical 4-cyl. unit gives nearly 30 mpg. A.A. or R.A.C. inspection invited; terms and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [7178

1939 Hillman 14hp de luxe saloon, very good order throughout; £385.—Sands, Burnham, Bucks. 84. [6958

1939 Hillman 14 de luxe saloon guaranteed; £345; payments.—Vaughan, 17, Ashwood Mews, S.W.7. Fre. 1319. [7177

1938 Hillman 14 saloon, excellent condition; £325; terms, exchanges.—The Lynch Garage, opp. G.P.O., Uxbridge, Middx. Tel. 122. [7423

HILLMAN 16

BRAY MOTORS.—£75; 1935 Hillman 16 de luxe saloon, good mechanically, needs painting; special offer.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [7517

HILLMAN 21

1936 Hillman 21hp, recently overhauled, interior relined, new carpets, excellent condition.—Hughes, Bois Mill, Latimer, Bucks. £185. [6711

HILLMAN 1937 20hp saloon, chassis perfect, bodywork reasonable; £200, or would exchange for 8hp car.—Young's Garage, 16, Lonsdale Rd., Kilburn, N.W.6. [7530

HILLMAN MISCELLANEOUS

HILLMAN 7-seater (face forward) model 80 saloon, leather trim, one owner since new and in exceptional condition.—Garnsey's Garage, 16, The Causeway, Chippenham. Tel. 2149. [7165

1948 d.h. coupe, finished black, brown hide upholstery, 8,500 miles, exceptional condition; £805.—H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [7114

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3

Hillman Cars Wanted

R

S

ROWLAND SMITH'S the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

R

C

M

THE CAR MART, Ltd., wish to purchase Hillman cars.—320, Euston Rd., N.W.1. Euston 1212. [0962

R

ROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

I REQUIRE post-war Hillman urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [6816

CASH buyers of low mileage Hillman Minxes. Distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0792

BRITISH & COLONIAL MOTORS, Ltd., require good Hillman cars.—Upper St. Martin's Lane, W.C.2. Tem. 5588. [7063

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Hillman cars.—56, Bayswater Rd., W.2. Paddington 1820. [6847

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0458

BIRMINGHAM and Midlands.—Low-mileage Hillman mode n cars required by George Heath, Ltd., 180-184, Newall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

RAYMOND WAY, the hire-purchase specialists, are still buying Hillman, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3128

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel 44558. [0652

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.
NORMAND, Ltd., 405/9, King St., W.6. Riv. 3665. [0227

J. C. BRODIE, Ltd.

HILLMAN repair specialist (30 years); well-equipped works servicing, reboring and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1185. [0676

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Hillman spares, sales and service.—79-89, Pentonville Rd., N.1. Terminus 1001-7. [0364

FOR Hillman 1936-46 mudguards, running boards.—Brooks, 85, Queens Rd., Brighton. [0387

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720

REPAIRS! New pattern gears, recondit.; exchange gear boxes; trade discount!—Pri. 2647. 10, Winchester Mews, N.W.3. [0243

CROYDON'S Hillman spares specialists.—Manton Motors, Ltd., 23-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0517

ENGINES, gear boxes, diffs. reconditioned exchange units, 1934-48, trade or retail.—Galway Services, Ltd., Domestic St., Leeds, 11. Tel. 25690. [0344

ROBERT CHIDLEY, Ltd.—Factory recon. engines, axles and gear boxes; all spares for Hillman from 1936 onwards; specialists tools, work shop, breakdown service and information available.—658, High Rd., Tottenham, N.17. Tel. Tot. 2920, 3343. [9952

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd. Croydon. Cro 1742. [9892

HORCH

HORCH (Auto-Union) foursome d/h coupe, l.h.d., £10 yearly tax, cost £2,500, new tyres, excellent chassis; £575.—Offers, Frank Dale, 66, Princes Gate Mews, S.W.7. Ken. 6860. [7206

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HAROLD RADFORD & Co., Ltd.,

SOLE concessionaires.

SALES and service

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [2605

CHIPSTEAD MOTORS Ltd. See under Sports Cars, advert No. 3324. [3327

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513

H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—

NEW and unused H.R.G. cars available for immediate delivery.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines) [1009

1948 H.R.G. sports 2-seater, 9,000, immaculate, outstanding performance, initial cost with extras £1,350; sell £750; exchange considered.—Pri. 2647. [6992

1947 series H.R.G. 1100 sports 2-seater, very small mileage, taxed; nearest to £725; (customer's property).—York, Ward & Rowlatt, Ltd. Tel. Wellingborough 2403-4. [7597

H.R.G. Aerodynamic sports 2-seater, first lic. Sept. 1947, fitted latest mods. by makers, left-hand drive, but all English instruments, nominal mileage and capable of 100mph with over 30mpg; cost £1,246; accept £695.—B.S.P., Ltd., 447, Waterloo Rd., Blackpool. Tel. 43253. [7504

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8369

HUDSON

1939 Hudson 16.9hp saloon mechanically, bodily perfect; £525.
MANOR CIRCUS MOTORS, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond. Tel. Richmond 4004. [3541

1939 Hudson 17hp saloon; £385.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex, Buc. 1171-2. [6594

£195!—Hudson Terraplane Series Two 17hp coupe 1935, attractively finished in metallic silver with real leather upholstery, smart modern appearance, sound coachwork, good mechanical order; special opportunity at the price.—See below.

£345!—Hudson Terraplane 22hp six-seater touring saloon de luxe 1937, finished in black and chrome with very attractive red leather upholstery in quite immaculate order, capacious body seating six persons in comfort with ample luggage accommodation in rear external boot; previously owned by London professional gentleman, the car has been maintained regardless of expense, for example over £35 has recently been spent on mechanical detail work, whilst a further sum has been expended on chassis maintenance, new battery, relining of brakes, etc., and in consequence the general condition is genuinely outstanding, with a very high standard of performance coupled with the utmost economy for which this model is justly famous; offered with a fully comprehensive guarantee by

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Write for our 18-page catalogue of over 400 fully guaranteed used cars; easy and confidential hire purchase facilities, part-exchanges, free delivery of any car anywhere in the United Kingdom. [7341

HUDSON

CASS'S MOTOR MART.—1938 Hudson 8 saloon black, just overhauled by makers, written guarantee,—5, Warren St., W.1. Euston 4110. [8173

1937 Terraplane 16hp drop head foursome, taxed, guaranteed; £345; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [7255

£395.—1939 Hudson 17hp saloon, steering column gear change, immaculate.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen, S.W.14. [7068

HUDSON Terraplane drop head coupe, 22hp, registered 1935, attractively finished in cream, bodywork and interior perfect, engine and chassis 100% sound, bargain; £245.—M. B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [4979

1937 Hudson 8-cyl. rare model English coachbuilt 4-light sports saloon by Coachcraft, genuine 40,000 miles, coachwork suspension, stripped and rebuilt recently, chauffeur maintained, beautiful condition, terrific performance; for sale at bargain price for £475.—Tel. Avenue 4242. [6795

Hudson Cars Wanted

WANTED, 8-cyl Hudson 1938-9 saloon, in leather.—K., 6, Potterton Lane, Barwick, Leeds. [6956

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines, spares and service, quote chassis number.—93-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0566

HUMBER

CYRIL SHEPPARD offers:—

1948 Humber Hawk, grey, spotless condition; £1,050.
BASINGSTOKE Rd., Riseley, Berks. Reading 85147. [6602

WARWICK WRIGHT, Ltd., offer:—

1949 Humber Hawk 14hp saloon, almond green, brown leather, 2,000 miles; £1,425.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7027

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., OFFER the following:—

1949 Humber Super Snipe, 16,000 miles, fitted Radiomobile and heater.—47, Sloane St., S.W.1. Tel. Sloane 9288. [5876

£250.—1937 Humber 18 saloon, taxed year.—King's Motors, 1, High St., Hounslow. Tel. 3532. [6988

1949 Humber Hawk saloon, Phase III, black, mileage 7,000, as new throughout; £1,345; trade enquiries welcomed.
H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [3614

1948 Humber Hawk, nominal mileage, one owner; £1,175.—Bowen, Hillside Garage, Edgware. Tel. Edgware 4464-5. [5488

1935 Humber pullman 7-passenger limousine with division, exceptional condition throughout.—Palmers Green 0723. [6324

BRAY MOTORS.—£199; 1935 Humber 16 de luxe saloon, one private owner since 1936, definitely above average; bargain.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [7516

GORDON CARS (LONDON), Ltd.—1948 Humber Hawk saloon, grey, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7037

HUMBER Snipe 1948, owner-driven, 13,000 miles, superb condition; £1,100.—Coles, Manor Farm, Swallowcliffe, Wilts. Tisbury 347. [7491

4000 miles, 1948 (April) Humber Snipe 18hp saloon.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [7158

£140.—Humber 16 saloon 1931, one owner, taxed year, many extras, nice order throughout.—Cook, Forge Lane, Northwood. Tel. 812. [7388

1949 (March) Humber Super Snipe, green/beige leather, one owner, immaculate; low mileage; £1,475.—Odeon Motors, Ltd., Barnet 4100. [9950

£695.—1938 27hp 7-seater Pullman limousine; exchanges, hire purchase.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7050

£495.—1936 Humber Pullman limousine, full 7-8-seater, immaculate throughout and ready for hire; hire purchase, exchanges; 3 months' guarantee.
LAMBE of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [7470

1946 (November) Humber Super Snipe, fitted radio, 19,000 miles; £825.—Johnstons Service Garage, 1a, Mildmay Av., N.1. Canonbury 6666-7-8. [7191

1948 Humber Hawk saloon, perfect condition, gunmetal and blue upholstery; £1,045.—26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [3482

7000 miles, 1949 (May) Humber Super Snipe saloon, radio, heater, black.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [7159

1948 Humber Pullman 7-passenger limousine, 17,000 miles, one private owner.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [6918

1937 Humber 18hp black saloon, taxed year, excellent condition, smart and beautiful, comfortable family car; £395.—L. Cooper, 55, Dora Rd., Wimbledon Park. Prospect 5710. [7554

HILLWOOD MOTORS.—1949 Humber Super Snipe in metallic grey, genuine mileage, 8,000 miles, this British luxury car needs no description, represents motoring at its best; £1,395.—Mill Hill 4232. [7564

NAYLOR & ROOT, Ltd.—1948 Humber Hawk saloon, grey, blue upholstery, 9,000 miles, unblemished and as new throughout; £1,075; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272; open 9-6 each weekday including Saturd— [6970

HUMBER

HUMBER 1934 saloon, Burtonwood reconditioned engine, new batteries and silencer, electrically and mechanically perfect, a fine car; owner wants tourer; £250, no offers.—Worcester, week-ends by appointment. Box 4843. [6627

£275.—Limousine Humber Snipe, 1936 (first registered June), division, 2 occasional seats, finished black and chromium, blue interior, attractive proposition.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Ewell 5101. [7268

£950.—1947 £10 per year tax Humber Pullman partitioned limousine, 7 forward, black, leather throughout, excellent condition; unrepeatable bargain; terms, exchanges.—Root's Motors, Portsmouth Rd., Long Ditton. Emberbrook 2026, 3051. [7209

175 gns.—Humber pullman, 1932, 24hp 7-passenger double-enclosed limousine, black, blue leather, winding partition, face-forward occasionals, carefully used, very good condition; terms, exchanges, flat, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. [7239

18hp/1937 seven passenger partitioned Limousine, leather throughout, privately owned, black. £515.

LIMOUSINE 1939 Double Enclosed, forward occasionals, black, delightful condition. £695.

1947 (£10 tax, not W.D.) Pullman partitioned Limousine, 7-forward, black, excellent condition, unrepeatable bargain. £1,095.

LIMOUSINE (late 1948) Pullman Double Enclosed, 7-forward, genuine 13,000, immaculate condition, black, reasonable cost. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [7444

Humber Cars Wanted

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THE CAR MART, Ltd., wish to purchase Humber cars.—150, Park Lane, W.1. Grosvenor 3434. [0963

RROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

BMANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

CROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

RROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

RROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0942

R. C. WIMBUSH, Ltd., urgently require good low-mileage Humber Hawk saloons.
R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [5201

CASH immediately for good Humber.—H. F. Edwards, 28, Upper High St., Epsom 9400. [7278

CASH buyers of low mileage Humber Hawks. Distance no object.—Rattons, Lord St., Southport. Tel. 2268. [0795

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [7062

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhal St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

7-SEATERS Limousines, low mileage, 1947/1948, also 1935/24hp and 27hp privately owned 1937/38/39.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [5274

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 44558. [0553

Humber Spares and Service

DE NORMANVILLE gear box overhauls; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [0780

HUPMOBILE

£200.—Hupmobile saloon, 1936 model, 33hp, excellent condition and appearance, modern lines, radio.—7, Radcliffe Rd. Croydon 1503. [7182

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ENGLAND'S Largest Jaguar Distributors.

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STREATHAM (Streatham 7751).

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FINCHLEY (Finchley 0081).

GREAT WEST Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027

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JAGUAR

CAR MART, Ltd.

JAGUAR 3½-litre, 1948, coupe, radio, 6,000 miles; £1,450.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6866

J. DAVY offers:—

1948 (June) Jaguar 3½-litre saloon, £100 worth of extras, low mileage, in new condition; £1,275.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [6982

SWANMORE CAR SALES.

1949 Jaguar 1½ saloon, stone and green, H.M.V., 7,000 miles.

1949 Jaguar 2½ saloon, black, 9,000 miles.

1947 Jaguar 3½ saloon (choice of 2).

EXCHANGES and terms.—Swanmore Garage, 1176-80, Christchurch Rd., Boscombe East. Tel. Southbourne 1022. [7136

TOM GARNER, Ltd., offer:—

1949 Jaguar 1½-litre special equipment saloon, gunmetal with red leather, 9,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6834

H. A. SAUNDERS, Ltd., offer:—

1949 Jaguar 1½-litre special equipment saloon, black, as new, 9,000 miles; £1,225.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [6904

CHARLES FOLLETT, Ltd., offer:—

1946 Jaguar 2½-litre saloon, black, brown leather, radio, heater; £875.

1947 Jaguar 3½-litre saloon, black, brown leather, one owner, 26,000 miles, very clean throughout; £950.

1949 Jaguar Mk. V, 3½ saloon, special dual colour scheme beige and maroon, 9,100 miles, loose covers, free of Covenant, as new throughout; £1,725.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [7101

HAROLD RADFORD & Co., Ltd.

1939 3½-litre Jaguar 100, finished in polychromatic grey with red leather upholstery; in very good condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [7023

COOMBS & SONS (GUILDFORD), Ltd.

OFFER:—

1949 Jaguar Mark V black saloon, with pigskin upholstery, fitted with radio, mileage 4,000.

WE welcome any inspection.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5282

1947 1½-litre S.S. Jaguar, a really fine specimen.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [7015

CHARLES RICKARDS, Ltd., the house of standing and repute.

1947 (June) 2½-litre Jaguar saloon, one owner, grey with red leather, magnificent condition throughout, fitted radio and heater.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [6843

£350.—12hp Jaguar saloon, smartly finished in black, good tyres, 1937 series.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [6758

GATEHOUSE offer 1937 Jaguar 3½-litre saloon black, one owner to 1947, super condition; £475.

GATEHOUSE MOTORS, Ltd., Highgate Village London, N.6. Mountview 4444. [6337

1939 S.S. 100 2½-litre Jaguar in very fine condition throughout.—Crawley, Western 6015. [6560

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin 3348

GATEHOUSE offer 1947 (1st regd. 29.11.46) Jaguar 3½-litre saloon, fitted radio, in immaculate condition; £985.

GATEHOUSE MOTORS, Ltd., Highgate Village London N.6. Mou. 4444. [4921

£295.—1937 Jaguar 2½-litre saloon, immaculate.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen, S.W.14. [7090

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700

1949 Mark V 3½-litre Jaguar, 7,000 miles, immaculate condition; £1,750.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [6098

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre S.E. saloon, black, radio, one owner.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7035

1947 1½-litre Jaguar special equipment saloon. Ace super discs, 10,000 miles only.—Williams, 311, Chepstow Rd., Newport, Mon. [7498

MARK V 3½-litre Jaguar saloon, speedometer reading 5,500 miles, one owner, finished in grey with red leather interior, as new in every respect; £1,750.

LAMB'S, Ltd., Standard House, Southend Rd., Woodford Green, Essex. Wanstead 0123 (8 lines). [7298

1947 2½-litre Jaguar, 26,000 miles, good condition; £925 or would exchange for Triumph 1800 Roadster and £175.—99, Central Ave., Gravesend. [7146

1948 (November) 3½-litre Jaguar saloon. Ace discs, black, brown leather, practically new.—Lionel H. Pugh, 13/14 Brooks Mews, W.1. Mayfair 4433. [2674

PERFORMANCE CARS, of Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offers 1957 S.S. Jaguar 100 2½-litre competition 2-seater; see under "Sports Cars." [7435

1939 Jaguar 1½-litre saloon, excellent condition mechanically and in appearance; £525.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [6821

24-litre Jaguar sports saloon, 1956, very clean condition, lavender grey cellulose, good interior, engine recently overhauled, back axle and gear box by Henley's, bills shown for £250, twin trumpet horns; £325.—Root's Motors, Portsmouth Rd., Long Ditton. Emberbrook 2026, 3051. [7210

JAGUAR

1947 (May) Jaguar 1½-litre saloon, finished grey with grey leather; £895.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [6550

2½-litre saloon, 1947, low mileage, black-fawn upholstery, radio, exceptional condition; £1,095.—H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [7116

1946 Jaguar 3½-litre saloon, gunmetal, red leather, nominal mileage, one owner; £950.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [5468

JAGUAR 1939, first registered 1940, black, engine and chassis completely overhauled in April at cost of £140, coachwork perfect, radio, taxed end of year, 21mpg, Yorkshire; £575.—Box 4797. [6508

FOR sale, Jaguar 1939, recently rebored and re-cellulosed, new gears, excellent condition, any trial, taxed to December; £575.—Apply Alderton, 2, Malton St., Plumstead. Tel. Woolwich 1208. [6724

1938 3½-litre S.S. Jaguar black saloon, brown leather, immaculate condition, completely overhauled, first-class mechanical order, taxed to end of year; price £750 or near offer.—Tel. Luton 4062. [6767

£895.—Jaguar 1947 1½-litre sun saloon, black, brown leather, 15,000 miles, exceptionally well cared for, indistinguishable from new, taxed.—K. J. Motors, Bromley, Kent. Ravensbourne 3456, 7, 8 & 9. [5459

1947 3½-litre Jaguar saloon, one owner, fitted discs, Master radio, air conditioning, defroster and de-mister, in excellent condition; best offer over £900.—Address Scaynes Hill Garage (Tel. Scaynes Hill 40), Scaynes Hill, Haywards Heath. [6675

345 gns.—Jaguar, 1935, 3½-litre 4-door saloon, black, sliding head, red leather, good tyres, very good condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube), Hampstead 6041. [7240

21-lit. S.S. Jaguar 100 2-seat sports, engine just rebuilt at over £100 cost, guaranteed over 100 mph; this car is offered without body at £350; ideal for enthusiast wishing to build own sports or racing body; alternatively, the well-known Leston Special super aerodynamic body (see "Autocar," Nov. 18th, 1949), can be supplied.—Tel. Les Leston, Holborn 9917, or write 182, Grove End Gdns., N.W.8. [6795

£395!—1939 Jaguar 3½-litre sports saloon late type model, fitted heater and radio, fully chromed ace discs, twin loud-soft horns, twin passlights and other special features, splendid runner, with clean leather upholstery, black coachwork requires some attention, i.e., wings scratched in places and slight corrosion at bottom of door but otherwise sound, all tyres in good order; unrepeatable value at the price.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115; hire purchase, part-exchanges. [7340

CAMDEN MOTORS.—Jaguar 1½-litre 14hp. foursome drop head coupe, 1939, June registration, beautifully finished in suede green, with green leather and dark grey mohair top, one owner car since new, has been serviced and maintained by Jaguar distributors and is in tip-top order throughout, fitted Ace discs and radio, this car is definitely in a class of its own, a moderate amount of mileage only has been run, all tyres were renewed at the beginning of the year; £565.

CAMDEN MOTORS.—Jaguar 14hp 1½-litre drop head coupe, 1939, not quite so immaculate as previous example but somewhat higher mileage, coachwork and chassis particularly sound, leather clean, good engine; £445.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, original dark blue cellulose very sound mechanical order but wings require respraying, chrome somewhat dull, excellent value for money; £395.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1938, finished in metallic grey, with red leather interior, definitely in most superior order throughout, extensively overhauled last year by Jaguar specialists at cost of just under £150, many extras; £515.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1937, very nice example, excellent condition for the year, splendid performance, finished in metallic grey; £295.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1946, attractive conditioned coachwork with spotless hide interior, maintained and equipped regardless of expense and fitted with radio, heater, demisters, twin Lucas pass lights, Ace discs and every conceivable extra; £685.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1946-7, unblemished low mileage model, one careful owner since new, H.M.V. push-button Radiomobile, air conditioning and every luxury, an exceptional car in every respect; £875.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1939, nicely finished in suede green with pigskin upholstery, brakes just relined, clutch and steering overhauled; £465.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1939, black with brown leather, not in such immaculate condition as the remainder of our Jaguars but a very good car mechanically and worthy of consideration at the moderate price asked: £395.

CAMDEN MOTORS, Jaguar Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Write for 18-page post free fully priced catalogue of over 400 fully guaranteed used cars and details of our free delivery service, refund of extra petrol tax on 2,000 miles of motoring, refund of purchasers' fares; easy and confidential hire purchase facilities; part exchanges. [7345

1948 (September) 3½-litre Jaguar 5-seater drop head coupe, ivory, with brown leather upholstery, Ace discs, Lucas P100 headlamps, twin spotlamps and horns, car heater and defroster, special wide vision window in rear of hood, mileage 23,500, four tyres 50% good, spare new, comprehensive insurance (transferable) till January 1951, taxed December 1950; this car is in excellent mechanical condition and has been driven by sole owner and regularly serviced since new; bodywork, mudguards and chromium are undented, paintwork just sprayed and repolished, car is genuinely indistinguishable from new; offered at £1,195; no dealers.—Tel. Russell, Bovingdon 3223. Owner selling because bringing larger car into use consequent end of petrol rationing. [6798

Jaguar Cars Wanted

CMT THE CAR MART Ltd., wish to purchase Jaguar cars.—320, Euston Rd., N.W.1. Euston 1212. [0964

Jaguar Cars Wanted

HENLYS, Ltd

ENGLAND'S Largest Jaguar Distributors

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 5477). Official Jaguar Service Station

CAMDEN TOWN SERVICE STATION (Gulliver 4141.)

MANCHESTER, 1-5 Peter St. (Blackfriars 7845).

HENLYS Ltd., England's Leading Motor Agents. [0002

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0943

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6139

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars. Tel. Pal. Grn. 1205/7173. [6941

GATEHOUSE MOTORS wish to purchase good clean Jaguar cars.

GATEHOUSE MOTORS Ltd., Highgate Village London N.6. Mountview 4444 [4916

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low-mileage 1½-litre Jaguars; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0794

J. R. INWARDS, Ltd., main dealers for West Middlesex are anxious to buy Jaguar cars.—High St., Ruislip 3033/4/5. [0899

PRE-WAR Jaguar 1½- and 2½-litre cars urgently wanted.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tel. Tulse Hill 7106. [6896

URGENTLY required, low mileage 1948-9 Jaguar 1½-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6397

URGENTLY required, all models Jaguar cars in really good condition.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [1038

CAMDEN MOTORS require to purchase Jaguar 1½-litre saloons and drop heads in good clean condition, 1938-40 and post-war; write, call or tel., stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. [4601

Jaguar Spares and Service

HENLYS, Ltd

ENGLAND'S Largest Jaguar Service Station.

GREAT WEST ROAD, Brentford (Ealing 5477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216/7.

QUICK completion of repairs

SAUL & SLATTER, Ltd., Main Dealers. [0562

FULL stock of spares, Jaguar repair and maintenance, service station.—Green Lanes, Palmers Green, N.13. Tel. Pal. Grn. 1205/7173. [6942

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire. Jaguar spares, replacement units and repair facilities.—Bath Rd., Slough. Tel. 22594. [0450

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0404

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5 [4105

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24-HOUR service, Britain's leading Jeep specialists; full range of spares in stock, rebuilt Jeeps; detachable van and utility bodies from £55; spares despatched same day.

EXPORT.—Orders and enquiries invited by our export sales division.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013. [0214

WILLYS Overland Jeep with new utility body, good mechanical condition; £300.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6952

JEEP for sale, recently renovated, farmer's body.—Apply Messrs. Peckover, Burrill & Owen, Masonic Buildings, Bangor, N. Wales. [5634

1945 Jeeps, all types, perfect Jeep trailers, spares, amphibious Jeeps.—Davies & Groves, 1-5, Dorset Close, N.W.1. Padd. 8345. (Established over 100 years.) [2901

W. BIRCHALL offers a number of class I Jeeps, also amphibian Jeep, £275; spares in stock, wheels and gear box spares.—108, Coxgreen Rd., Maidenhead, Berks. Maidenhead 3018. [6425

METAMET, only firm offering 12 attractive Jeep conversions for business and pleasure, 6 months' guarantee, over 30mpg; optional commercial registration.—100b, Belsize Lane, N.W.3. [0535

JEEPS!—Autowork, Ltd., of Winchester, England's largest stockists of Jeeps and trailers; tremendous quantities of new and used spares, literally everything in stock.—Tel. Winchester 4654. [6893

175 gns.—Jeep (Ford) reg. Oct., 1947, grey, enclosed body, drop tail-board, spare wheel, good condition; genuine Jeep trailers available; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). [7241

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeeps and Jeep spare parts, home and export, all spares stocked, exchange plan engine, gear box, water pump etc.; new hoods, gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919 [6033

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jeeps Wanted

ROWLAND SMITH'S the Jeep buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0944

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AUTOWORK, Ltd., of Winchester, the largest Jeep stockists for all spares and service.—Tel Winchester 4834. [6692

METAMET for all Jeeps, spares, exchange unit service; expert Jeep repairs; to order spares 'phone Hampstead 8251.—100d, Belsize Lane, N.W.3. [0559

JEEP guide book to assembly; over 500 spare part illustrations; price 7/6; showing part numbers; Farmcraft, Ltd., for Jeeps, trailers, drop-on bodies, spares; best prices.—Write for catalogue and parts price list to: 37, Malden Rd., New Malden, Surrey. Tel. Mal. 5226. [2107

100% Jeep specialists; the only make of vehicle we sell and service; spares our speciality; large orders quoted for, ordinary spares service by return; commercial petrol conversions; Amphibious Jeeps; we give service.—Wick Autos, the Jeep People, 15, St. John's Rd., Hampton Wick, Kingston-on-Thames. (Tel. 4718.) [0366

JENSEN

BROOKLANDS.

JENSEN distributors for London.

NEW Jensen 4-litre 6-cylinder saloon; particulars on request from

103, New Bond St., London, W.1. Tel. Mayfair 8351-6. [7306

JOWETT

HMBENTLEY & PARTNERS.

JAVELIN and Jupiter main agents.

1949 (February) saloon, in desert sand with red leather interior. 5,880 miles only and as new throughout; £985.

THIS car has been passed by our service department and is guaranteed by us for six months.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [5629

CAR MART, Ltd.

JOWETT/Javelin 1949 saloon 6,000 miles; £1,025.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6867

GORDON CARS (LONDON), Ltd.—1949 Javelin saloon, green/fawn leather, radio, 6,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Javelin saloon, black/red leather, exceptional.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7036

JOWETT 10hp/4, 1936, new tyres, battery, clean, taxed; seen week-end; £165.—4, Hadden Way, Greenford, Middx. [6620

1948 Jowett Bradford utility de luxe, 4 seats, reconditioned engine by makers, recellulosed, guaranteed; £495.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [7021

1948 Jowett Javelin; £885, or 30 monthly instalments of £35 13/11.—The Cooden Engineering Co., Bexhill, Cooden 600. [6753

JOWETT 7 Black Prince saloon (1932), reconditioned throughout; 85gns; evenings or week-ends.—168a, Addington Rd., Selsdon, Surrey. [7853

£190.—Jowett 1935 4-door saloon, recellulosed and overhauled at cost of over £70 (bills available), immaculate condition, taxed.

ABBEY AUTOS, rear of 44-46, Chase Side, Southgate, N.14 (near Tube). Palmers Green 4540. [7262

COOTER & GREEN, Jowett main agents for Beckenham, Bromley and district; Javelin sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham Kent. Tel. Beckenham 2565. [0302

1948 (October) Javelin, finished beige, one owner, 5,000 miles, loose covers, £895; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. [7212

1939 Jowett 10hp de luxe saloon, low mileage for 1939 year of manufacture, in exceptional condition throughout, taxed for year, guaranteed three months; £350.—K.L.M. Motors, Ltd., 101 Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [5519

£945.—Just free of covenant, 1949 Jowett Javelin saloon de luxe, immaculately finished in turquoise blue with fawn leather upholstery, fitted at works at extra cost; appearance is literally like brand new and the mechanical order leaves nothing whatsoever to be desired; having been sparingly used by one owner the mileage is negligible even for a car which is but twelve months' old; fitted H.M.V. push-button radiomobile this Javelin cannot fail to appeal and is offered with a special written guarantee by

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115; easy and confidential hire purchase; part exchanges; immediate drive away facilities. Write for 18-page post-free catalogue. [7349

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HMBENTLEY & PARTNERS.

WISH to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [9990

CMTHE CAR MART, Ltd., wish to purchase Jowett cars.—150, Park Lane, W.1. Grosvenor 3434. [0715

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945

WANTED, pre-1939 2- or 4-seater Jowett, must stand strictest mechanical inspection.—Particulars, price, to Pendlebury, Lower Combeses, Tatworth, Somerset. [6664

RAYMOND WAY, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (ten lines). [3130

Jowett Spares and Service

NEWNHAMS, Ltd.,

JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv 4646. [0415

Jowett Spares and Service

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's Jowett Agency, Harrow 1908.

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629. 308, Erith Rd., Bexleyheath. [0571

CROYDON.—Godfreys, Ltd., for full Jowett service and comprehensive range of spares. 228-234, London Rd., Croydon Cro. 3641. [0463

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Welbeck 7988.) [9247

TRINITY CARS, Ltd., Jowett Javelin and Bradford main agents, spares, expert service and sales, 94, North Side, Wandsworth Common, S.W.18. Battersea 1166. [6974

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710. The Jowett specialists and main agents; over 22 years' Jowett experience; spares and service [0759

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [6618

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LAGONDA distributors for London.

DETAILS and catalogues available for new models; also on show at

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SIMPSON'S MOTORS offer:—

1940 Lagonda V.12 limousine, first reg. 1950, £10 tax, coachwork needs slight attention, mechanically good; £750.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [6116

SWANMORE CAR SALES.

1939 Lagonda V.12 medium chassis, Sanction II engine, 27,000 miles, 1 titled owner, showroom condition.

1939 Lagonda V.12 short chassis, 36,000 miles, radio, lately owned by Duke of Marlborough.

EXCHANGES and terms.—Swanmore Garage, 1176-80, Christchurch Rd., Boscombe East. Tel. Southbourne 1022. [7135

GUY SALMON AUTOMOBILES.

HAVE on view the superb new Lagonda saloon and coupe, reasonable delivery; may we quote you on your present car?—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [8415

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [0264

ACLAND & TABOR, Ltd., offer:—

1939 V.12 short chassis Lagonda d/h. coupe by Young & Bromley, recently fitted with new speed model engine, low mileage; £1,250.

APPLY North Road Garage, Welwyn 481. [7313

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert No. 3324. [3324

2-litre saloon 1930, excellent appearance and performance; £195.—Cundall, Spencers Wood, Reading. [6772

LAGONDA 2-litre saloon, 1928, new battery, new tyres. Offers to Whelan, Donum, Northway, Felpham, Sussex. [6657

LATEST type Lagonda available for early delivery.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [7324

CASS'S MOTOR MART, 1936 Lagonda 4½-litre drop head foursome coupe, superb condition, written guarantee.—5, Warren St., W.1. Euston 3525. [4525

1937 4½-litre Lagonda drop head coupe, beautiful condition; reason for selling; no reasonable offer refused.—England, Lodore Hotel, Borrowdale, Keswick. [7329

£215 or by instalments.—Lagonda 16/80 4-door sports saloon, 1934, 3 months written guarantee; £215.—Stuart Wilton, 353, Finchley Rd., N.W.3. Hampstead 5712 and 8532. [7478

DAVIES MOTORS, Ltd. (Managing Director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), offer: 1937 coupe, 1935 Rapide coupe, 3-litre saloon, 1935 4½-litre saloon, etc.

WE are open to purchase a few late models for rebuilding.

273, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562. [0287

LAGONDA, late 1680 coupe, black, preselector, overhauled inside and out, receipts shown, new batteries, tyres, doctor-owner compelled to sell; highest offer.—Reid, Holmwood, Castle Hill, Parkstone, Dorset. [7496

1938 Lagonda V.12 saloon, one titled owner, moderate mileage, fitted radio, magnificent condition in every respect; £895.—Clayton's Cars (London), Ltd., 337, Euston Rd., N.W.1. Tel. Euston 5228 (5 lines). [6824

265 gns.—Lagonda Rapier, August, 1935, 10hp, twin overhead camshaft foursome drop head coupe, steel grey, red wheels, leather upholstery, good tyres, very good condition; taxed, terms, exchanges.—Rowland Smith, below.

395 gns.—Lagonda Rapide, 1935 (reg. 1936), 4½-litre pillarless sports saloon, black, sliding head, brown leather, new Dunlop tyres, wind-tone horns, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [7242

Lagonda Cars Wanted

CASH immediately for good Lagonda.—H. F. Edwards, 28 Upper High St., Epsom. 9400. [7279

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0946

LAGONDA cars.—A limited number of home-sale orders now acceptable; used models always wanted.—Lagonda House, 7-9, Russell Parade, N.W.11. Speedwell 0011 (ten lines). [0258

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0906

Lagonda Spares and Service

DAVIES MOTORS (Managing Director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.) are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionised the ride of early models and we now offer a reliable conversion on pre-war cars with i.f.s.

273, London Rd., Staines. Tel. 3457-8, or (private) Walton 1562. We are open on Saturday mornings. [0217

LANCHESTER

CAR MART, Ltd.

LONDON distributors.

LANCHESTER 14, 1938, saloon I.F.S., 13,000 miles; £625.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6868

LANCHESTER 14 Roadrider saloon, immaculate, splendid tyres, only wants seeing; £345.—Orpington 4765. [7593

1937 Lanchester Roadrider 4-door saloon, low mileage, very clean car.—Bertram Cowen, Hermitage Lane, Streatham. Pollards 2100. [7107

LANCHESTER 10hp saloon (1947), black with brown leather, excellent condition; £850.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [5045

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0545

425 gns.—Lanchester Roadrider, 1939 model, 14hp, de luxe 4-door saloon, maroon and black, sliding head, maroon leather, preselector, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [7242A

Lanchester Cars Wanted

CMTHE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965

LONDON CARS require good used 11/14hp Lanchester saloons, later models preferred.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [4108

ROWLAND SMITH'S the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Lanchester 10s; distance no object.—Hattons Lord St., Southport. Tel. 2268. [0795

CASH immediately for good Lanchester.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [7270

BRITISH & COLONIAL MOTORS, Ltd., require good Lanchester cars.—Upper St. Martin's Lane W.C.2. Tem. 3588. [7061

Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service, Kidderminster Rd., Croydon 5775. [0689

SPECIALISED Lanchester gear box service, all types, quick deliveries, guaranteed work; spare parts supplied.—H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2931. [0146

LANCIA

1939 Lancia Aprilia saloon, carefully maintained by enthusiast. — Autowork (Winchester), Ltd., Winchester. Tel. Winchester 4834. [6885

1938 Aprilia saloon, 2 owners only, Telecontrols, large engine fitted, in perfect mechanical condition; numerous spares including 2 new tyres; £585.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey, Richmond 1854. [4105

AUGUSTA, 1934, just decarbonised, new valves, etc., clean and in good mechanical condition, 32 mpg plus, oil negligible, well shod, 3 spares; £310.—Amersham 595. Daytime, Hop 0485. [7552

JOHN S. TRUSCOTT, Ltd., usually have Lancia Aprilia cars; only first-class examples are offered; one exceptionally fine 1939 Farina cabriolet is now available; full details on request.—173, Westbourne Grove, W.11. Bays. 4274. [6959

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0343

JOHN S. TRUSCOTT, Ltd., urgently require first-class Lancia.—173, Westbourne Grove, W.11. Bay. 4274. [6966

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0508

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0077

Lancia Spares and Service

LANCIA (ENGLAND), Ltd., Ealing Rd., Alperton, Wembley (Perivale 5656).—Factory guaranteed spares and repairs; 40-hour service for reconditioned components, engines, dynamos, starters, etc., etc.

LEA-FRANCIS

CHARLES FOLLETT, Ltd., Sole Distributors London and Home Counties, offer:—

1949 Lea-Francis 14hp streamlined saloon, maroon, 7,000 miles, H.M.V. radio, heater, twin fog lamps, and petrol pumps; a very attractive and modern car; £1,358.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, 12, Wellesley Ave., W.6. Riv. 1413. [7099

LEA-FRANCIS 2-litre sports saloon, Ace of Spades engine completely overhauled, very clean car, remarkable condition, good tyres, taxed Dec.; £300.—Box 4804. [6515

1949 (Feb.) Lea-Francis 14hp station wagon type coachbuilt van, 9,000 miles, immaculate condition, taxed.—Offers to Cascelloid Limited, Abbey Lane, Leicester. Tel. 61811. [6697

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—
12, Wellesley Ave., W.6. Riv. 1413. [8083

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works, Much Park St., Coventry. Tel. 60204-5-6. [0392

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12 Wellesley Ave., W.6. Riv. 1413. [8370

LINCOLN

LINCOLN V.12 (not Zephyr), Oct., 1937, saloon with division, chauffeur kept, genuine mileage 27,000, radio, in most superb condition throughout; £425; terms.—Petersfield Garages, 1357, Stratford Rd., Birmingham, Springfield 1848. [7555

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln.—Wembley 3903. [7019

MERCEDES

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert No. 3324. [3326

Mercedes Cars Wanted

CHIPSTEAD MOTORS, Ltd., will always purchase good Mercedes.—The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [3328

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd.

1938 Type 230 20hp saloon, black with grey leather upholstery, right-hand steering no mileage since completely and thoroughly overhauled, all new tyres; offers.—Victoria 8715. [8354

MERCEDES-BENZ 1938 model roadster, two seats and dickey seat, 14hp, 27 mpg., specially designed for comfort and reliability, colour two-tone red, any trial; £495.—Kingston Garage, Anlaby, Hull. Tel. 48882. [5763

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [8530

M.G.

OVERSEAS CARS, Ltd.

1949 1½-litre M.G. saloon, black/red upholstery; £975.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [6926

WOODBAIN CARS offer:—

£225.—M.G. 12hp K type Magnette open 4-seater, British racing green, immaculate and very fast, 2 spares, etc., etc.

£198.—M.G. 8hp J2 sports 2-seater, taxed, red, long swept wings, excellent hood, etc., recently rebored and completely overhauled.

WOODBAIN CARS, M.G. specialists, Eton Garages, 6, Eton Av., Swiss Cottage, N.W.3. Primrose 9435. [6995

SIMPSON'S MOTORS offer:—

1935 M.G. Magnette saloon, exceptionally nice motor car; £255.

SIMPSON'S MOTORS (WEMBLEY), Ltd (American Car Specialists), Wembley 3903. [6118

TOM GARNER, Ltd., offer:—

1946 M.G. T.C. sports 2-seater, red with red leather, 11,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6835

SAUL & SLATTER, Ltd., offer:—

1948 TC M.G., 15,000 miles, H.M.V. radio, heater, spot light, twin spare wheels, black, in very fine condition; £650.—44-46, Aldermans Hill, N.13. Tel. Pal. Grn. 1205/7173. [6939

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 M.G. 1¼-litre saloon, maroon with beige leather, 10,000 miles, immaculate; £985.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. [7431

TOULMIN MOTORS offer the following cars for sale:—

1936 N.A. Magnette 4-seater, reconditioned engine unit.

1936 full 4-seater N.A. Magnette, reupholstered and reconditioned (choice of two).

1934 L type Magna, in good condition.

1934 K.I., first-class car.

TOULMIN MOTORS, The Roundabout, Hanworth, Middx. Tel. Molesey 685. [7215

£350.—M.G. 2-litre drop head 1937, £10 tax, good condition, London.—Box 4977. [6770

1935 M.G. P.A. 2-seater, black, smart appearance, good engine, very fast; £275.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573. [7171

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

1949 M.G. 1¼-litre saloon, H.M.V. radio; £995.—Apply Nutt, The Spinney, Little Abington, Cambs. [7410

M.G. 1947 T.C., black with beige leather, low mileage, in very good condition inside and out; £565.—Elmbridge 8156. [7289

£235.—1935 P.A. 2-seater, 45,000 miles, 35mpg.—Southon, Sandrock, Boundstone, Farnham, Surrey. Tel. 5865. [7407

£375.—M.G. T type 1939 open 2-seater sports, exceptional condition, original, excellent performance. Many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7; open Mon. to Sat. 9-6 (50 yards Holland Park Tube Station). [6702

M.G.

1946 M.G. T.C., excellent condition, black; £515.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2254. [7331

M.G. N type Magnette open 4-seater, completely overhauled, resprayed; £295 near.—James, Dalrymple, Ifield, Sussex. Crawley 322. [7455

1949 T.C. Midget, cream, one owner, 4,600 miles; £735; write appointment.—Marshall, 39, Tabor Court, Cheam, Surrey. [6619

JARVIS & SONS, Ltd., offer 1949 T.C. Midget, cream, one owner, 7,000 miles; £750.—Morris House, Morden Rd., S.W.19. Liberty 4656. [5575

ENTHUSIASTS note!—Unprecedented opportunity to acquire 1936 P.B. M.G., a model of perfection and preservation; £295.—Box 5096. [7536

1939 M.G. T.A. model, in perfect order, taxed year; £350.—Jarvis, 1, Silvermere Ave., Romford. Tel. Romford 1337. [6897

GORDON CARS (LONDON), Ltd.—1949 M.G. T.C. 2-seater, black/green, 7,000 miles.—Gordon House, 373, Euston Road, N.W.1. Euston 6611. [7039

1937 M.G. drop head coupe; £450, or 30 monthly instalments of £18/3.—The Cooden Engineering Co., Bexhill. Cooden 600. [6754

1937 M.G. 2-litre saloon, '47 engine, chassis overhauled, excellent; £375.—Gualtieri, 12, Ashburnham Mansions, Ashburnham Rd., Chelsea. [7454

1949 M.G. (T.C.), speedometer reading 13,900 miles, finished in red cellulose with fawn interior, full weather equipment, guaranteed; £750.

LAMB'S, Ltd., Standard House, Southend Rd., Woodford Green, Essex. Wanstead 0123 (8 lines). [7297

1947 M.G. 1¼-litre saloon, 15,000 miles, grey green, red leather; £865.—E.P.S. Motors, Ltd., Kingston-By-Pass, Esher. Tel. Emberbrook 3000. [7362

PERFORMANCE CARS, of Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer several M.G.s with 3 months written guarantee. See under "Sports Cars." [5441

M.G. Magna 12hp sports 4-seater, 1932, taxed, mech. sound, new brakes, valve springs, coil, etc., 28 m.p.g.; £170.—108, Brookside Ave., Ashford, Middx. [6624

1939 M.G. 2.6-litre Salmons drop head coupe, black, mileage 1,500 since new engine installed, immaculate condition; price £1,000.—Box 4982. [6800

WALTER SCOTT, Ltd., offer M.G. Midget 1933 J.2 type 2-seater; £175.—39, College Crescent, Hampstead N.W.3 (Swiss Cottage Tube). Primrose 5914. [9784

1947 T.C. M.G., black and beige, one owner, carefully driven, maintained excellent condition; best over £550.—Beckenham 1461. Box 5033. [7533

1946 M.G. TC, black, red upholstery, small mileage, as new throughout; £495; no offers.—Home Farm, Compton Wynyates, Warwicks. Tel. Tysoe 240. [6954

1938 (late) M.G. 1½-litre Tickford drop head foursome, exceptional mechanical condition, body needs minor renovations; £350; no offers.—Box 5044. [7544

M.G. (TA), coachwork perfect and mechanically sound, no overhauls or repairs needed, £100 extras including telecontrol; £400.—17, Sherborne Rd., Orpington 2445. [7378

1949 M.G. 1¼-litre de luxe saloon, 8,000 miles, immaculate condition throughout; £985.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [6934

M.G. T.C. model 2-seater 1947, black, H.M.V., 9,000 miles, superb condition; exchanges and terms.—Swanmore Garage, 1176-80, Christchurch Rd., Boscombe East. Tel. Southbourne 1022. [7138

595 gns.—M.G. Midget 1947 11hp T.C. 2-seater, black, fawn leather, very small mileage, spare unused, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below.

295 gns.—M.G. Midget 1936 9hp P.B. Airline coupe, mauve and red, sliding head, red leather, very good condition, taxed; terms, exchanges.—Rowland Smith, below.

245 gns.—M.G. Midget 1937 model 10hp T 2-seater, black, red leather; terms, exchanges.—Rowland Smith, below.

225 gns.—M.G. Midget 1935 8hp P 4-seater, red, maroon leather, very good condition; terms, exchanges.—Rowland Smith, below.

145 gns.—M.G. Midget, Dec. 1932, 8hp sports 2-seater, red, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

295 gns.—M.G., Sept. 1937, 2-litre foursome drop head coupe, Abingdon blue, blue leather, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7254

1946 (Nov.) M.G. TC 2-seater, red, new hood, 2 spare wheels taxed year, fully insured March, 1951, as new, offers.—Mrs. A. E. Trowton, 274, Holyhead Rd., Coventry. Tel. 62833. [6668

1936 M.G. P.B. model 2-seater sports, finished in blue, exceptionally nice condition throughout, guaranteed; £340; exchanges, easiest of easy terms.—King's Motors, New Rd., Oxford. [7598

1947 T.C. M.G. Scintilla magneto, tele. control S.A., twin windtone horns, this is virtually unmarked, taxed Dec.; £575; terms, exchanges.—Jones Garage, Syston, Leics. Syston 86257. [7328

OFFORD.—1939 M.G. T.B. 2-seater, 32,000 miles only, one owner, host of extras, including luggage grid, telecontrols, radio, screens and heater; an enthusiast's car.—154, Gloucester Rd., S.W.7. Fremantle 0051. [7099

1949 (March) M.G. Midget, T.C. series, 2-seater, chrome luggage grid, perfect condition, only 2,800 miles, just nicely run in, one owner-driver; £695.—Eve, Tel. Westgate-on-Sea 714 or Wimbledon 3085. [7383

£295.—1936 M.G. P.B. 2-seater, a really first-class specimen of this type, finished in black with silver wheels, green leather interior in very good condition, excellent hood and side screens, and very good tyres all round; terms, exchanges.—Birkett Motors, Ltd., 121, Barking Rd., E. Ham. Grangewood 4314. [7211

M.G. Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

M.G. Cars Wanted

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2088. [7645

M.G., private owner requires post-war, low-mileage M.G.—Write Box 4910. [6656

CASH immediately for good M.G.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [7291

M.G. 1½-litre saloon, 1938/40, in good condition required.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [9152

URGENTLY required, low mileage 1948-9 M.G. 1½ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6396

MAYFAIR GARAGES, Ltd.—Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want Js, Ps and Ts for cash. 'Phone or write for buyer to call. [7447

CAMDEN MOTORS require to purchase M.G. 1½-litre sports saloons and drop head coupes in good clean condition, 1938-40; write, call or tel., stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. [4605

RAYMOND WAY, the hire purchase specialists, are still buying M.G.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5661

M.G. Spares and Service

W. JACOBS & SON

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0486

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Tel. Grosvenor 4141. [0500

FOR M.G. mudguards, running boards, 1933-46.—F. Brooks, 85, Queens Rd., Brighton. [0395

M.G. spares, prompt and courteous service; new J2 crankshafts in stock; see under P. & A. column.—Derrington, 159, London Rd., Kingston 5621-2. [5182

TOULMIN MOTORS specialise in M.G. and M.G. cars only, repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 685. [0349

M.G.—We recondition engines, axles, gear boxes etc.; recon. engines for M and P.A in stock; recon blocks, cranks, rockers, starters, dynos, etc.; new rockers, rocker shafts, valves, guides and valve springs, gaskets all models; tyres, batteries, supplied; wire wheels supplied and repaired, road springs new and reconditioned, brake drums reconditioned.—A. E. Witham, Queen's Garage, Queen's Rd., Wimbledon, S.W.19. (Wimbledon Station). Liberty 3083. [0433

MORGAN

1938 Morgan 4/4, metallic blue, exceptional condition, carefully used; £355 or offer.—38, Balmoral Road, South Harrow. [7134

BEVERLEY MOTORS will shortly have completed special 2-seater 4/4 Morgan for our customers' inspection and criticism or plain rude remarks.—Beverley Motors, Proprietor N. H. Mann, Coombe Rd., New Malden. Tel. Malden 4405. [3325

Morgan Cars Wanted

ROWLAND SMITH'S the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0949

CASH immediately for good Morgan.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [7291

RAYMOND WAY, the hire purchase specialists, are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [3131

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass Morgan, Specialist, 1A, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728

MORRIS MINOR

CAR MART, Ltd.

MORRIS MINOR 1949 saloon, 5,000 miles; £750.

MORRIS MINOR 1949 saloon, 11,000 miles; £715.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6869

1949 Morris Minor saloon, maroon, under 9,000; £725.—Small, Bungalow, Hempstead Rd., Uckfield. Tel. 267. [6775

1949 Morris Minor saloon, perfect condition, private owner; offers over £675.—Moorman, 10, Myton Crofts, Leamington Spa. [7589

GORDON CARS (LONDON), Ltd.—1949 Morris Minor saloon, beige, 5,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7038

1949 Minor saloon, black, beige upholstery, 8,000 miles, quite faultless condition; £735.—H. A. Saunders, Ltd., 144, Golders Green Rd., London N.W.11. Speedwell 0011. [7114

Morris Minor Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716

MORRIS EIGHT

CAR MART, Ltd.

MORRIS 8 1948 4-door saloon, 2,000 miles; £725.

MORRIS 8 1948 4-door saloon, 8,000 miles; £675.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6870

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

NEWNHAMS, Ltd.

1948 Morris 8 4-door saloon, black with brown, low mileage.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [8035

DICKS CAR SALES offer:—

1947 Morris 8 saloon, positively as new; £525.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [7425

CONTINENTAL CARS, Limited.

1947 (late) Morris 8 sunshine saloon, 2-door, leather; £535.

PORTSMOUTH Road, Send, Surrey. Tel. Ripley 3122-3. [6693

G. P. (BALHAM), Ltd., offer:—

255 gns.—1938 Morris 8 saloon excellent condition, any trial.

G. P. (BALHAM), Ltd., 2c, Balham Hill S.W.12 (100 yds. Clapham South Tube). Batt. 3117. [5033

H. A. SAUNDERS, Ltd., offer:—

1939 Morris 8 tourer, black, brown upholstery, low mileage; £385.

1948 Morris 8 4-door saloon; £595.

1947 Morris 8 4-door saloon, sunshine roof, discs; £565.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [6905

1948 Morris 8 4-door de luxe, under 4,000 miles, as new; £595.—Haskins, Ladbroke 1155. [5030

1939 Morris 8 4-door saloon, excellent condition; £355.—105, Topsham Rd., Tooting, S.W.17. [6771

MORRIS 8 1947 2-door sun saloon, excellent condition; £550.—A. J. Allen & Son, Ltd., Bromley Rd., S.E.6. Hit. 1144. [6742

1938 Morris 8 tourer, one owner since new and in very good condition; £275; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [7576

£180—Morris 8 1936 tourer, excellent mechanical condition, receipts for overhauls available.—Edinburgh 64512. [7556

1937 Morris 8 4-door saloon, very nice car; £240.—Bertram Cowen, Hermitage Lane, Streatham. Pollards 2100. [7109

£545—1947 Morris 8 de luxe saloon, black, brown leather upholstery, one owner, well maintained, showroom condition.

MAKIN & HARRISON, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [7155

MORRIS 8 saloon, 1936, in remarkably good condition throughout; snip, £220.—Broadway Motor Co., 5-13, Russell Rd., Wimbledon. Liberty 2494. [6699

1938 Morris 8 sun saloon, 5 nearly new tyres, very sound throughout; £290.—Smith & Hunter, 376, Kensington High Street, W.14. Western 2312. [6943

1948 Morris 8 4-door saloon, positively unmarked inside and out, mileage 5,000; £595.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7260

1947 Morris 8 saloon, speedo 10,000, taxed year, insured March, excellent condition; £525.—Molesey 1734. J. A. Bennet 47, Hampton Rd., Teddington, Middx. [7379

1947 Morris 8 4-door saloon, speedo 15,000, sun roof, black, brown leather taxed to December, one owne, as new; 525.—Eugene, Ltd., Edgware Rd., Hendon, N.W.9. Tel. Hen. 6566. [5740

JARVIS & SONS, Ltd., offer 1946 series E, 2-door, factory replacement engine just fitted, lautiless car; £495; choice of another 1946 de luxe, £495; also choice of 3 1947 (Nov.) 4-door saloons, from £575.—Morris House, Morden Rd., S.W.19. Liberty 4656. [2168

1938 Morris 8 saloon, extremely clean, black cellulose with red leather upholstery, good tyres and performance; £265 cash, or £80 deposit with balance payable over 18 months; open 9-8 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8606-6. [7011

Morris Eight Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris 8 cars.—150 Park Lane, W.1. Grosvenor 3434. [0967

I REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [6817

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0976

MORRIS 8s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. [1350

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8 and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5662

MORRIS TEN

H. A. SAUNDERS, Ltd., offer:—

1947 Morris 10 saloon de luxe, 6,000 miles; £695.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [6910

GLANFIELD LAWRENCE offers:—

1947 Morris 10, black, brown leather upholstery, very nice condition; £635.—407, High Rd., N.12. Finchley 0091. [7221

BRAY MOTORS.—£135; 1935 Morris 10-4 4-door de luxe saloon, ideal holiday car; bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [7512

MORRIS TEN

BRAY MOTORS.—£385; 1939 Morris 10 de luxe saloon, black, brown hide, clean and condition.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [7524

1938 Morris 10hp, in very good condition throughout, one owner since new; £325; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [7579

1947 Morris 10 saloon, black and brown leather, low mileage, excellent condition throughout; £595.

JOHN CAMPBELL MOTORS 415 Holloway Rd., N.7. North 4441. [6494

£365—Morris 10 1939 sln., 4-dr, sliding roof, excellent condition throughout, choice of three. Many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7; open Mon to Sat, 9-6 (50 yards Holland Park Tube Station) [6707

1946 Morris 10 saloon de luxe, black with brown leather upholstery, very exceptional throughout; £595.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [6920

1948 Morris 10 saloon, 3,700 miles.—British and Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7074

1945-6 Morris 10hp saloon de luxe, good condition, taxed Dec.; £435.—Lyndale, New Arterial Rd., Laindon. Tel. 2487. [7453

1934 model Morris 10 tourer, good condition; £150.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mai. 1627. [6333

£345—Morris 10 saloon, bodywork perfect, engine mechanically sound, finest value in London.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [6149

£375—Morris 10hp Series E saloon de luxe 1939, black, with dark green leather upholstery, modern appearance and a particularly sound and economical runner; attractive proposition at the price.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Hire purchase. Part exchanges. Free delivery. [7354

G. J. SHAFFER & Co., Ltd., offer late 1946 Morris 10 4-door saloon, really good condition, £565; also 1947 Morris 10 4-door saloon, excellent condition, £625.—120-32, Cricklewood Lane, N.W.2. Gladstone 3311. [6813

JARVIS & SONS, Ltd., offer 1948 series M, black with brown leather, 8,000 miles, Pye radio, one owner on half-rate tax, taxed year, £765; also another, as above, less radio, 6,000 miles, £765.—Morris House, Morden Rd., S.W.19. Liberty 4656. [2169

1938 Morris 10 de luxe saloon, one owner, reconditioned engine, re-cellulosed, six new tyres, superb condition throughout, engineer's inspection invited, new car delivery; £375.—115, Brompton Farm Rd., Rochester. Tel. Strood 7456. [7142

NAYLOR & ROOT, Ltd.—1947 Morris 10 saloon, black, brown hide upholstery, low mileage, immaculate condition, £595; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272; open 9-6 each week-day including Saturday. [6971

Morris Ten Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1. Euston 1212. [0968

I REQUIRE post-war Morris 10 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [6818

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0797

ROWLAND SMITH S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0977

NUFFIELD specialists want Morris 10s in good condition.—Wards of Putney, 72, West Hill, S.W.15. Putney 7422. [0054

MORRIS 10 cars wanted; cash or exchanges; h.p. a/cs. settled.—Mac, 12, Bramboledown Rd., Wallington, Surrey 6397. [7422

MORRIS 10s wanted for cash, immediately.—M. King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536/7. [1351

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [5663

MORRIS TWELVE

1938 Morris 12hp blue, blue leather upholstery, good condition; £385.

MANOR CIRCUS MOTORS, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond. Tel. Richmond 4004. [5642

1939 Morris 12hp, excellent condition throughout; £420.—Tel. Spring Park 3529. [7373

MORRIS 12, 1934, reconditioned engine, excellent tyres, new battery £150.—4, Heathhurst Rd., Sanderstead. San. 5484. [7486

1936 Morris 12 saloon de luxe, series II, excellent tyres, in very good condition throughout; £210.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408 [7569

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0978

RAYMOND WAY the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [5842

MORRIS OXFORD

CAR MART, Ltd.

MORRIS OXFORD 1949 saloon, heater, 5,000 miles; £995.

MORRIS OXFORD 1949 saloon, 12,000 miles; £950.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6871

TOM GARNER, Ltd., offer:—

1949 Morris Oxford saloon, grey with beige leather, 1,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6836

1949 Morris Oxford saloon, 1,600 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7065

MORRIS OXFORD

H. A. SAUNDERS, Ltd., offer:—

1949 Morris Oxford saloon, 4,800 miles; £985.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [6906

WARWICK WRIGHT, Ltd., offer:—

1949 Morris Oxford saloon, green, buff leather, 7,000 miles; £995.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7028

1949 Morris Oxford saloon, maroon, grey leather, 4,000 miles, heater, as new; £965; trade enquiries welcomed.

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. May. 0821/2. [6121

RIPCO, Ltd., offer: 1949 Morris Oxford saloon, 2,000 miles, grey, one owner; £995.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4. [6008

MORRIS OXFORD, finished green with beige leather, 11,000 miles, June 1949; £950.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [7323

MORRIS OXFORD (May, 1949), platinum grey, 6,000 miles, immaculate; £940 or near.—Stedman's, Arundel Rd., Worthing. Tel. Swandean 980. [7484

1949 Morris Oxford saloon, 8,000 miles, radio and heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7066

1949 (May) Morris Oxford saloon, black, with fawn leather, 3,000 miles only; £965.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185 [4514

1949 Oxford saloon, green-beige upholstery, 6,000 miles, quite faultless condition.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [7117

1949 Morris Oxford, maroon with beige leather, fitted heater, 6,000 miles only, absolutely as new; £945.—Acres Autos, 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 5762 and Mac. 2873. [6931

Morris Oxford Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717

MORRIS SIX

ACLAND & TABOR, Ltd., offer:—

1949 Morris 6 21hp, speedo 5,000 miles, fawn, as new; £1,175.

APPLY North Road Garage, Welwyn 481. [7318

Morris Six Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Morris Six cars.—320, Euston Rd, N.W.1. Euston 1212. [0718

MORRIS MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0379

MORRIS cars 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. [0105

Morris Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

F. L. CRANMORE, Potters Bar, requires Morris cars for cash.—Tel. 2040 Potters Bar. [9672

CASH immediately for good Morris.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [7282

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris. Wembley 3903. [8001

SELL your Morris to us; good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899. [4556

CASH buyers of low-mileage Morris Minor, Oxford and 6; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0798

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Morris cars.—56, Bayswater Rd., W.2. Paddington 1820. [6848

JOHNSTONS SERVICE GARAGE urgently require all makes Morris cars.—1a, Mildmay Ave., N.1. Canonbury 6666-7-8. [3892

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0614

Morris Spares and Service

FOR Morris mudguards, running boards, 1930-46.—Brooks, 85, Queen's Rd., Brighton. [0584

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 9061). [0471

DALSTON MOTORS for Morris service and spares, 1934-49 models.—517, Kingsland Rd., Dalston, E.8. Clissold 4943. [4736

OVER-RIDERS for Morris new series Minor, Oxford and Six, heavily chromed, well styled, strong, 25/- a pair; also available for 8-10hp 1939-47 models.—Below.

POLASPEX guaranteed anti-glare visor panels, cut and drilled to replace your present opaque visor; 12/- each.—Maurice Cheshire & Co., 29, Soho Hill, Birmingham, 19. Northern 5128. [0631

NASH

OVERSEAS CARS, Ltd.

1946 23hp Nash saloon, right-hand drive, fawn, 24,000 miles; £1,295.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [6925

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

NASH

1947 right-hand drive Nash (600) 2-door Sedan, 10,000 miles, colour grey, red leather interior, perfect throughout; £1,450.—Clayton's Cars (London), Ltd., 337, Euston Rd., N.W.1. Tel. Euston 5228 (5 lines) [6826

OLDSMOBILE

SIMPSON'S MOTORS offer:—

1950 (registered) Oldsmobile 6-cyl 4-door saloon, fitted heater, radio, exceptionally nice condition, fully streamlined, new-look front; £1,600.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [7016

JAMES SIMPSON (SALES) offer:—

1938 Oldsmobile foursome coupe, as new, recent engine and suspension overhaul; £525.

JAMES SIMPSON (T.C. MOTORS), Ltd., 244, Brompton Rd., S.W.3. Ken. 9464. [6211

DISTRIBUTORS (RAWLENCE), Ltd., Sales Service and Spares, Blindley Heath, Nr. Lingfield, Surrey. Tel. Lingfield 330-1.

UNUSED 6-cyl. hydramatic drive Oldsmobile saloon de luxe; immediate delivery; would consider near offer to £2,750.—Distributors (Rawlence), Ltd., Blindley Heath, Nr. Lingfield, Surrey.

1939 6-cyl. Oldsmobile saloon de luxe, serviced by ourselves, first-class condition throughout; £650.—Distributors (Rawlence), Ltd., Blindley Heath, Nr. Lingfield, Surrey.

1936 6-cyl. Oldsmobile saloon in really good order; £325.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, Nr. Lingfield, Surrey. [0113

1941 Oldsmobile left-hand drive, magnificent motor car with mouthorgan front, any trial or inspection invited; snip 425gns.

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [7560

1947 8-cylinder Oldsmobile 2-door streamlined saloon, low mileage, beautiful condition; £1,575.—Crawley, Western 6015. [6561

1947 Oldsmobile 6-cylinder saloon, finished black, loose covers, radio and heater, 14,000 miles, R.H. drive.—Castle's Motor Co. (Leicester), Ltd., Church Gate, Leicester. 65251. [7537

OPEL

SIMPSON'S MOTORS offer:—

1950 (registered), £10 tax, Opel Olympia, left-hand drive, exceptionally nice looking car; £295.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [7018

1938 Opel Cadet saloon, black, nice condition; £165.—7, Radcliffe Rd. Croydon 1503. [7183

179 gns.—1938 Opel 12hp saloon, radio, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [7223

MAYFAIR GARAGES, Ltd.—March, 1939 (latest type front) Cadet saloon, blue, small mileage, very carefully maintained and in exceptional condition throughout, 3 months' guarantee; £295.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5.

195 gns.—Opel Super 6, 1937, 24hp 5-seater; convertible Cabriolet, black, red leather, very good condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. [7243

Opel Cars Wanted

ROWLAND SMITH'S the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 3664. [6099

Opel Spares and Service

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944.

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, fibre timing wheels; quotations.—158, Stockwell Rd., S.W.9. Bri. 6251. [5772 [0733

PACKARD

DICKS CAR SALES offer:—

1938 Packard 35hp drop head coupe, fitted radio, fine order throughout; £450.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [8118

JOE THOMPSON (MOTORS), Ltd., offers:—

1937 Packard limousine, colour black, face-forward occasionals; £725.

1939 Sedanca de Ville 32.5hp Super 8 de luxe, very low mileage, special English body, an outstanding car.

1947 Packard Clipper, r.h.d., fitted with radio and heater.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [7000

PACKARD sole concessionaires, amongst other approved late model Packard cars, offer:—

1949 22nd series Packard 6 de luxe 4-door saloon, right-hand drive with overdrive, radio, heater, defroster, fog lamps, windshield washer, backing light, seat covers, etc., 11,000 miles, £10 tax.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282

£250.—1937 34hp black saloon, one owner, new springs, tyres, reconditioned engine, chauffeur kept.—Box 4911. [6658

£585.—Super 8 drop head foursome coupe Packard, first registered 1937 (£10 p.a.); new tyres, twin spares, in superb order throughout; original list price £1,100.

BRIAN FINGLASS, Bugatti sales and service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [7150

1937 Packard Super 8 black saloon, 41,000 miles only, the bodywork and interior is absolutely immaculate and equally as good as a modern £2,000 model, the performance is all that may be expected from a precision-built engine of this mileage; £850.

G. & R. GARAGE, Ltd., 33 Victoria Rd., Surbiton. Elmbridge 4385. [5639

PACKARD

PACKARD, 1938, 6-cylinder, 5-seater; has been completely overhauled at a cost of nearly £500.—Further details Box 4959. [6737

PACKARD 1940 saloon, 6-cyl., 30hp, six-seater, in perfect condition, 37,000 miles, £10 tax, 24 m.p.g., l. hd. steering column gear change, radio, heater, demister, air-cooler, etc.; laid up during war; two owners; private sale; £800; any reasonable trial (London).—Box 4956. [6734

495 gns.—Packard 8, 1936 32.5hp 7-seater saloon, black, grey cloth, winding partition, occasional seats, radio, re-cellulosed, engine recondition, exceptional condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube). Hampstead 6041. [7244

PACKARD Super Eight Club saloon, first registered 30/11/38, 33hp, one owner, 40,000 miles only, radio, heater, two spare wheels with metal covers, screen heater, sun vizors, companion sets, commodious luggage boot and luggage grid, magnificent condition; price £995.—Appleyard of Leeds, Ltd., North St., Leeds. Tel. 52731. [6797

LIMOUSINE 1938 partitioned 7/8-seater, black, widest occasionals, 1948-condition, also 1936/Super-8, swept tail, black, delightful condition; £735. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [7446

Packard Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard. Wembley 3903. [8002

ROWLAND SMITH'S the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0981

7-SEATERS private Limousines required, cash waiting.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [5279

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [9834

Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd., sole Packard concessionaires. Great West Rd., Brentford, Middlesex. Tel. Ealing 3400. [0469

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington, Kensington 4858. [4331A

PONTIAC

PHILIP RICKARDS, Ltd., offer:—

1948 Pontiac Sedan, blue-fawn, 20,000 miles, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [6853

PONTIAC drop head foursome coupe, first reg. April, 1950, genuine as new, 400 miles only, only wants seeing, black and chrome.

WELTON AUTO SERVICES, Ltd., 205-219, Holland Park Ave., London, W.11. Tel. Park 5189. [1484

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac. Wembley 3903. [8005

RACING CARS

COOPERS GARAGE (SURBITON), Ltd., of Surbiton, Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0821

TIGER KITTEN, complete with spare wheels, tyres, gear boxes, fitted latest dry sump, J.A.P. engine 500 and conversion to 557, Prescott 46.9, Shelsley 45.6, Bovley Bay 60.2; quick sale, £150.—Lones, Haven Garage, St. Leonards, Ringwood. [6791

SINGLE-SEATER racing car (Merton Special), incorporating 1,000cc J.A.P. engine, Morgan i.p.s., etc., 3rd in class Shelsley, June 10, time 42.63sec., everything new, finished yellow with maroon upholstery, all ready to race, spares, etc.; £285.—Merton Motors, 18, Mary St., Balsall Heath, Birmingham, 12. [6529

ALTON GARAGE, "The Alvis People," can offer several cars suitable for club and other events under £500, including 1939 speed model Aston Martin, 2-litre in special light single seater chassis; if you want a cheap competition car, we shall be pleased to give any assistance possible.—17, Brook Mews North, Craven Rd., Paddington 3952 and 4710. [6936

OWING to heavy business commitments the Blue Flash Special 500cc racing car is for sale. The very latest H.R.D. Grey Flash (modified) 498cc engine gives 49.5 b.h.p. on the owner's dynamometer (graphs available) which with the light alloy body and chassis fitted with the new Dunlop light alloy wheels and racing tyres gives a total weight of 570lb and provides a terrific performance. Spares, too numerous to mention (lists available) include 2 special heads, new barrel and liner, big end assembly, 4 pistons and rings, close ratio gears, sprockets, long range tank, racing fuel, etc. The car is ready for immediate racing. Price, including all spares; £475.—D. G. Flather, Esq., Croft House, Lyndhurst Road, Brincliffe, Sheffield, 11. [7572

RAILTON

A-ONE MOTORS (LONDON), Ltd., offer:—

28 hp Railton saloon, 1937, excellent condition; £475.

28 hp Railton 1938 foursome drop head coupe, as new; £550.

28 hp Railton 1936 tourer 4-seater, in good condition; £195.

TEL. Victoria 8285. [7599

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753.—All models up to 1947 17hp, 21hp, 28hp coupes, saloons, tourers. [5814

1940 Railton, taxed and insured, 30-gall tank, telecontrols, built-in jacks, black saloon, well shod; £495 or offer.—Roebuck, 272, Salmon St., Kingsbury, N.W.9. [7485

RAILTON, immaculate condition, as new, black with fawn upholstery, mileage 27,000 only, genuine owner driven.—Apply Warren, Greenhill, Fernhurst, Haslemere, Surrey. Tel. Fernhurst 265. [6488

RAILTON straight eight sports tourer 1934, but extensively rebuilt 1947, first-class bodywork, upholstery and weather equipment, engine uses next to no oil and averages 20 m.p.g. with really fine performance; £195.—C. Arnold, 8, Homstead Way, Northampton. Tel. 5001. [7394

Railton Cars Wanted

RAILTON 28hp saloon or coupe required privately for cash, 1937-8; please state makers' type, mileage, history, condition and price.—Lloyd 7, Grange Mansions, Ewell, Surrey. Ewell 1499 [6720

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

BRAY MOTORS.—£295; 1937 Renault 18 Big 4 de luxe saloon, maroon, silver wheels, very smart.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [7513

WELHAM RENAULT SALES & SERVICE have a small selection of used Renaults.—Elmbridge 1873, Surbiton Hill Rd., Surbiton. [0126

1939 27hp Renault six-seater saloon, £275, ideal for pulling caravan.—Apply Vanderborght, Station Place, Letchworth, Herts. [7550

RENAULT 17.9 saloon, 1939, 2 owners since new, a new engine 4,000 miles ago, 80 mph, 25 mpg, excellent condition; £300.—Eames, Paddington 4690. [5905

1939 Renault 12h.p. 4-door saloon, exceptionally good car, £350.—Vandervells (buyers of good used cars) 215, Haverstock Hill, N.W.3. Primrose 4441. [2672

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0982

WELHAM RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton (Elmbridge 1873), purchase all models. [0127

RILEY

CAR MART, Ltd.

RILEY 2½-litre 1949 saloon, 100bhp, 7,000 miles; £1,595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6872

BROWNS for Riley

1947 model Riley 1½-litre saloon de luxe, immaculate condition; £865.—Brown's Garage, Loughton (Essex) 4119 (Tube). [5049

CARR BROS. offer:—

1934 Riley 12hp Kestrel, engine recently overhauled and mechanically good throughout, very low and attractive lines, excellent performance; £225.

CARR BROS., High St., Purley, Surrey. Tel. Uplands 4811-2-3. [7175

BOON & PORTER, Ltd.

1948 2½-litre Riley, black, 19,000 miles, several extras, one owner; £1,175.

CASTELNAU, Barnes, S.W.13. Riverside 4441. By Hammersmith Bridge. [7601

DICKS CAR SALES offer:—

1940 Riley 12 saloon, one owner since new, excellent condition; £525.

1937 Riley 12 Kestrel saloon, just overhauled, positively unmarked, really genuine car; £395.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [7948

TOM GARNER, Ltd., offer:—

1949 Riley 2½-litre saloon, black with fawn upholstery, 7,000 miles.

1949 Riley 1½-litre saloon, black with brown leather, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6837

ACLAND & TABOR, Ltd., offer:—

1949 Riley 1½-litre shooting brake, speedo reading 4,000 miles, as brand new; £375.

APPLY North Road Garage, Welwyn 481. [7314

CHARLES FOLLETT, Ltd., offer:—

1948 Riley 2½-litre saloon, black, green leather, one owner, 14,500 miles, excellent condition throughout, 3 month's guarantee; £1,350.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [7100

GUY SALMON AUTOMOBILES, Ltd., offer:—

1947 (December) Riley 1½-litre saloon, grey and black, with red leather, 20,000 miles; £1,050.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. [7428

1946 (June) 1½-litre Riley, in absolutely immaculate condition throughout; £875.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [4461

SUSSEX specialists for reconditioned Riley cars; repairs spares.—Lewes Motors, Ltd., Lewes.

FOR pre-war Rileys consult Browne & Sons, Motor Engineers, Loddon, Norfolk. Tel. 315-316. [3450

BEARTS of Kingston, Riley specialists sales, spares repairs.—102, London Rd., Kingston, Kingston 5548

GATEHOUSE offer 1937 Riley 9 Monaco saloon, overhauled by Riley agent at cost of over £120; bargain, £350.

GATEHOUSE MOTORS, Ltd., Highgate Village, London N.6. Mountview 4444. [6339

159 gns.—1935 Riley 12 4-light saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [7226

£275.—Riley 9 saloon, Dec. 1935, finished black, nice condition.—Cook, Forge Lane, Northwood. Tel. 812. [7339

OCT., 1946, Riley 2½-litre saloon, H.M.V. radio, taxed year, bargain; £695.—The Barnstaple Motor Co., Barnstaple 2264. [6726

1937 Riley 9 saloon, one owner.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [6535

RILEY 9 Trinity Special, sound condition, nearest offer; £200.—Ring evenings: Macaulay 5998. During day: Abbey 3095. [6712

1947 Riley 1½-litre, black, beige leather; £925.—R.E.P.S. Motors, Ltd., Kingston-By-Pass, Esher. Tel. Emberbrook 3000. [7381

1948 Riley 1½-litre saloon, 11,000 miles.—British and Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7073

1938 Riley 9 Victor saloon, completely recellulosed and engine recently reconditioned, clean sound car in every respect; £435.

WALTON-ON-THAMES MOTOR Co., Ltd., Tel. Walton 200. [7505

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1935 Riley 9 Kestrel, as new throughout, spare parts, taxed.—Victor Gillow, 142, Holland Park Avenue, W.11. Tel. Park 6736. [7366

1947 Riley 2½-litre, 22,000 miles, one owner; £975. terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton. Tel. 1422. [7358

RIPCO, Ltd., offer: 1949 model Riley 2½-litre saloon, R. 100bhp engine, exceptional condition; £1,475.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4. [6007

1947 (November) 1½-litre Riley with attractive metal and oak framed Ullecon type body, colour beige; £770; for quick sale.—Museum 4897. [6740

SIXTEEN 1940 Riley saloon, excellent performance and appearance.—Offers please to Dr. Attenborough, 1, Mortimer Court, N.W.8. Cunningham 8453. [7047

1946 1½-litre saloon, excellently maintained and immaculately kept by one owner; £775.—L. T. W. Clarke, 73, Cadogan Lane, S.W.1. Sloane 4727. [7563

1939 Riley 12 saloon, good condition; £425, terms and exchanges.—Norman Autos, 352/354, London Rd., West Croydon. Tel. Thornton Heath 4657. [7296

1948 (Nov.) Riley 1½-litre utility, most attractive body, low mileage; £985.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [4511

1947 Riley 1½, black with brown upholstery, immaculate condition, taxed; £975.—Wilsons, 2, Ormond Yard, Duke of York St., Jermyn St., W.1. Whitehall 8366. [7502

1937 Riley 15, black, red leather, very good condition throughout; £345; terms, exchanges.—Birkett Motors, Ltd., 326, Romford Rd., Forest Gate, Maryland 2534. [6346

1936 Riley 9hp Black Merlin saloon, one owner, 2 new tyres, new battery, new carburettor, recellulosed, excellent condition; best offer over £300.—Hare, Westholt, Henlow, Beds. [6785

1937 Riley Kestrel 1½-litre saloon, low, mileage, special head, 2 carburettors, Scintilla Vertex ignition, numerous extras.—Lockwood, Half-way, Walton 2824. After 6 o'clock 3387. [5584

1948 Riley 1½-litre saloon, fitted wireless and new tyres throughout, in excellent condition; £1,050.—Pavilion Garage (Scunthorpe), Ltd., Diversion Road, Scunthorpe. Tel. 3634. [5872

1948 1½-litre saloon, black, fawn and green upholstery, 11,500 miles, exceptional condition, one owner; £1,195.—H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011. [7119

PERFORMANCE CARS, of Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer: 1936 Merlin 12/4 1½-litre saloon, £255; 1934 Kestrel 9, £185; choice of 6 Monaco saloons from £55; see under "Sports Cars." [7433

1948 (Aug.) Riley 1½-litre saloon, 12,900 miles, maroon and black, fully serviced at works, superb condition; nearest offer to £1,040.—M., 21, Kendall Avenue South, Sanderstead, Surrey. Uplands 2852 (after 7 p.m.). [7370

495 gns.—Riley Sprite, May 1938, 1½-litre super-sports 2-seater, black, aluminium wheels, large instruments, preselector, Scintilla, Hartfords, 15 gallon tank, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below:—

425 gns.—Riley Ulster Imp, 1934, 9hp special sports 2-seater, light blue, blue leather, close-ratio gear box, manual change, racing carburettors and magneto, outside exhaust, new Dunlops, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below:—

295 gns.—Riley Lynx, June 1935, 1½-litre sports 4-seater, black, silver wheels, blue leather, preselector, good tyres, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [7245

£325.—Riley Merlin 9hp saloon de luxe, special sports engine, fitted twin carburettors and Scintilla Vertex, 1936 or 7 model, bodywork immaculate, splendid performance, sustained oil pressure; hire purchase, exchanges; 3 months' guarantee.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [7474

1949 (April) Riley 1½-litre saloon, black with all brown leather, 6,000 mls., only £1,200; 1948 (Feb.) Riley 2½-litre saloon, black, with brown cloth and leather, 10,000 mls., perfect, £1,225.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6393

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THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

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ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983

URGENTLY required, low-mileage post-war 1½- or 2½-litre Riley.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [3480

URGENTLY required, good pre-war Riley.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [7276

POST-WAR Riley required, cash payment.—Morley, 54, Streatham Hill S.W.2. Tulse Hill 4488. [0647

CASH buyers of low mileage 1½-litre Rileys; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0799

JACK ROSE, Ltd., require low-mileage Riley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7672

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MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E Finchley Station, N.2. Tudor 2301-2. [7395

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HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

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1933 Phantom II Continental chassis, owner driver saloon, very good condition throughout, including tyres; £565.

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THE above cars guaranteed 12 months.

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1934 Rolls-Royce 25hp owner-driver saloon by Barker.

1934 25hp Rolls-Royce owner-driver saloon, Park Ward.

1935 25hp Rolls-Royce owner-driver saloon, Freestone & Webb.

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DETAILS of new and used Rolls-Royce cars for reasonable delivery on application.

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TOM GARNER, Ltd., offer:—

1949 Rolls-Royce Silver Wraith 6 light saloon by Park Ward, blue with blue hide, 6,500 miles only.

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INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1937 (October) Rolls-Royce Phantom III, 4-light limousine by Barker, with sunshine roof and large built in luggage boot, licence surrendered in 1939 and car unused until May, 1949, mileage 21,270, black and brown with beige leather upholstery, as specimen car indistinguishable from new throughout.

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1932 Rolls-Royce 20/25, 4-door, 4-light, owner-driver saloon by Park Ward, black with brown leather upholstery, mileage 97,000, recently overhauled and not yet run in.

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EXCEPTIONALLY fine selection of 1937-8-9 30hp Rolls-Royce limousines at reasonable prices.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. [4416

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COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [6912

MASCOT MOTORS, Ltd., offer the following:—

1938 30hp Barker owner driven 4-light saloon.

1935 25hp Barker sports saloon with division.

1934 (Dec.) 25hp Park Ward 4-light saloon with division.

1933 (Oct.) 25hp T. and M. 7-seater limousine.

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1930 25hp shooting brake.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

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1937 Rolls-Royce 30hp 4door saloon, unusually modern styled body by Mayfair, in superb condition throughout, 20 miles to gallon, very attractive indeed at £1,795.

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1939 Rolls-Royce Replica saloon, 20-25hp chassis, recent £350 overhaul; many extras; guaranteed: £1,250.

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1933 Phantom II Continental sports saloon by Hooper; in exceptional condition; £750.

1932 25hp limousine by Barker, ideal hire car; £750.

TELEPHONE: Crawley, Sussex, 437. [6749

ARCHIE SIMONS & Co., Ltd.—1935 Rolls-Royce 7-passenger limousine by Windover, leather throughout; £1,295.

25-30 Rolls-Royce 4-door owner-driver saloon, 43,000 miles, first registered 1937; £1,475.

1937 Rolls-Royce 7-passenger limousine by Hooper, swept tail; £1,695.—94, Gt. Portland St., W.1. Lan. 1343. [6828

1929 Rolls-Royce 21.6hp saloon, excellent condition throughout; £390.—Humphreys, Kemble Vicarage, Glos. Kemble 240. [7400

1934 (Nov.) 20/25 Rolls-Royce 7-seater limousine, perfect condition, new tyres.—Vidler, 43, Crawford St., W.1. Pad. 4915. [1521

PRIVATELY owned Phantom II, lovely long low Barker body, overhauled by Rolls, perfect saloon; or exchange Phantom III; £1,250.—Brockenhurst 2268. [7568

1936 Rolls-Royce 25hp 7-seater ¾ landaulet, Windover body, face-in occasionals.—Meux's Brewery Co., Ltd., 41, Nine Elms Lane, S.W.8. Tel. Mac. 5444. [6784

1935 20-25hp Rolls-Royce 7-seater limousine, immaculate condition, privately owned; bargain; £1,150.—32b, Kensington Church St., W.8. Western 5720. [6408

LIMOUSINES, 1933/1939, 20/25hp and 25/30hp roomy 7-seaters, small mileages; from 1,000gns.; exchanges, hire purchase.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3560. [8217

1937 Rolls-Royce Phantom III, magnificent sedanca de ville body, blue and black, by Gurney Nutting, 46,000 miles, 6 new tyres, immaculate condition; £1,500.—Tel. Liberty 1041. [7527

PHANTOM III Double Six Rolls-Royce sedanca de ville 7-seater with division, by Barker, first registered 1937, stored 9 years, 24,000 miles only, spotless condition; accept £1,700.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [6202

£1095 — 1934 (October) Rolls-Royce 20-25 limousine by Barker, Ride Control, in really magnificent condition; part exchange and deferred terms.—British & Colonial Motors, Ltd., 8, Upper St. Martin's Lane, W.C.2. Tem. 3588. [7056

ROLLS-ROYCE 25/30, first registered July, 1937, Freestone & Webb, most attractive low built 2-door sports saloon, speedometer 18,000 only, superb condition, open to any trial or examination; £1,650.—Bartlett, 2/a, Pembridge Villas, W.11. [7194

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1937 magnificent Phantom III Rolls-Royce semi razor edge sedanca de ville by Park Ward, colour black with chrome waist moulding, rear interior fawn cloth with walnut fittings, built-in radio, speedometer reading 56,800 miles; £1,950.

LAMB'S, Ltd., Standard House, Southend Rd., Woodford Green, Essex. Wanstead 0123 (8 lines). [7300

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JUST out of covenant, mileage under 400 (four hundred), Rolls-Royce Silver Wraith super touring limousine, finished black with tan upholstery, car in absolutely new condition and, except as above, unused.—Arlington Motor Co., Ltd., High Rd., Ponders End, Enfield, Middx. Howard 1266. [7568

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PHANTOM III Limousines, 1938 Hooper De Luxe Coachwork, widest occasionals, genuine 24,000, swept tail.

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ROLLS-ROYCE Phantom III wanted, sports saloon without division or drop head or tourer.—Newman, 11, Waterloo Place, S.W.1. Whi. 8355. [7180

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [7457

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ROVER 10

1947 Rover 10, 27,000 miles, immaculate; £925.—Sargeant & Collins, Bromley Imperial 2242. [7172

£415.—Rover 10 saloon, finished in black with brown interior, attractive car.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [7008

ROVER 12

CYRIL SHEPPARD offers:—

1947 Rover 12 sports saloon, green with green hide upholstery, fitted radio, in immaculate condition throughout; £1,050.—Basingstoke Rd., Riseley, Berks. Reading 83147. [7509

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BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [7525

1947 (December) Rover 12 saloon, green, 5,000 miles, registered half duty licence only, absolutely as new; £1,195.—Robbins East Putney. Tel. 4581. [6584

1938 Rover 12 saloon, has just been completely overhauled at cost of £200, an exceptional bargain at £525.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [7418

1936 Rover 12 sports saloon, black, red leather interior, in excellent original condition throughout, mechanically perfect; £285.—40, Longfield Ave., N.W.7. Hendon 8934. [7549

H. F. EDWARDS offer exceptional 1947 (April) Rover 12 de luxe saloon, black and chromium, fawn upholstery, fitted radio, twin horns, etc.; outstanding and immaculate appearance, delightful performance; written guarantee; £995; exchanges, terms.—154, Gt. Titchfield St., W.1. Langham 0012. [7265

ROVER 14

J. DAVY offers:—

1946 (April) Rover 14 6-light saloon, black/brown hide, radio, new condition; £945.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [6994

SIMPSON'S MOTORS offer:—

1937 Rover 14, exceptional condition; £450

SIMPSON'S MOTORS (WEMBLEY), Ltd (American Car Specialists). Wembley 3903. [5053

L. F. DOVE offer 1946 Rover 14 saloon, magnificent condition throughout; £895.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [7570

1939 Rover 14hp sports saloon de luxe, black/blue leather, radio, 2,000 miles since engine reconditioned one owner, guaranteed; £595.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [7092

ROVER 14

1946 (Nov.) Rover 14 saloon, black, brown leather, radio, 9,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6761

1935 Rover 14 saloon, £300 spent on chassis (bills to show); £225.—Johnstons Service Garage, 1a, Mildmay Av., N.1. Canonbury 6666-7-8. [7193

ROVER 14 de luxe saloon, 1938, in specimen condition throughout, a grand car for £495.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon. Liberty 2494. [6700

1946-7 Rover 14hp black saloon, excellent condition, exclusively Rover maintained Midland owner unexpectedly receiving new car; £1,050.—Box 4978. [6778

1947 (October) Rover 14hp sports saloon, green, with Radiomobile and heater, 15,000 miles, faultless throughout; £1,150.—Campbell Symonds, Wembley 6262. [5811

14 hp Rover black saloon for sale, excellent condition (overhauled by Rover Works); can be seen and tried any time by appointment.—Arden, Ormsby Cliff, Lincoln. Tel. Normanby by Spital 22. [5140

ROVER 16

LEX GARAGES, Ltd., offer:—

1947 Rover 16 saloon, 16,000 miles, black, fawn cloth upholstery, immaculate; £1,075.

LEX GARAGES, Ltd., 2, Lexington St., London, W.1 (100 yds. Piccadilly Circus). Ger. 8600. [7007

HAROLD RADFORD & Co., Ltd.

1947 Rover 16 4-light sports saloon, finished in black with cloth upholstery, 7,400 miles only, in perfect condition.

HAROLD RADFORD & CO., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5899

1939 Rover 16hp sports saloon, very low mileage, immaculate condition throughout, finished in blue; £695.

KENTISH & THOMSON, Ltd., 564/566, Wickham Rd., Shirley, Croydon. Springpark 3477/8. [7198

OFFORD.—1947 Rover 16 saloon, with Radiomobile, exceptionally clean and well maintained; £1,250.—154, Gloucester Rd., S.W.7. Fremantle 0051. [7095

1947 (July) 16 Rover 4-light sports saloon, 7,000 miles, grey, blue leather, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6760

1937 Rover 16 sports saloon, completely reconditioned throughout, finished in metallic silver and black; £575.—E.F.S. Motors, Ltd., Kingston-By-Pass, Esher. Tel. Emberbrook 3000. [7365

ROVER 16 saloon, registered January, 1948, mileage 8,000, special twin horns and fog lamp, colour black, special loose covers, condition as new, one careful owner; £1,275.—Roy, 205, Chase Side, N.14. Tel. Langham 7734. [7562

1946 Rover 16 (November) black saloon, brown leather upholstery, one owner driver, 21,000 miles, taxed 1950, excellent condition throughout, 2 new extra tyres, really fine car; £895.—Robert Purser, Sutton Court, Langley, Tel. 15 Langley, Bucks. [6790

ROVER 20

ROVER 20 sportsman's 4-light saloon, 1937, one owner from new, superb condition in every respect; £495.—B. & H. Motors, 1468, High Rd., Whetstone, London, N.20. Hillside 6671. [7148

ROVER 60 & 75

TICKFORD, Ltd., offer:—

1949 (May) Rover 75 saloon, grey, grey leather, 2,600 miles, as new.

1948 Rover 75 6-light saloon, 11,000 miles, black, red leather, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6759

PHILIP RICKARDS, Ltd., offer:—

1948 (Oct.) Rover 75 sports saloon, 6,000, one owner.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3 [6852

MANN EGERTON & Co., Ltd., offer:—

1948 Rover 75 6-lt saloon, sunshine roof, grey with grey leather upholstery, 14,000 miles.—14, Berkeley St., London, W.1. Regent 2073. [6979

1948 (June) Rover 75 saloon, green leather interior, 11,000 miles, specimen condition throughout; £1,450; also

1949 (April) Rover 75 sports saloon, black, red leather, 12,000 miles, unblemished condition; £1,500; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [6961

1948 Rover 60 saloon, 13,600 miles, excellent condition throughout, privately owned; first offer £1,250.—Box No. 4840. [6621

DEC. 1948 Rover 75, 10,000 miles, as new £1,435; terms arranged.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. [6579

1949 Rover 75, 10,000 miles, unmarked; £1,575.—Harold R. Hills Garage, 3-5, Ennismore Mews, S.W.7. Kensington 4020. [5637

7000 miles, 1948 (Dec.) Rover 75 sports saloon, green.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [7156

ROVER 75, off covenant, 3,000 miles, black saloon, lovely condition, radio; best offer over £1,600.—29, Cavendish Close, N.W.8. Cunningham 5979. [7185

RIPCO, Ltd., offer: 1948 Rover 60 saloon, black, grey leather, H.M.V. radio, one owner, immaculate; £1,395.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4. [6006

ROVER MISCELLANEOUS

BROOKLANDS

1948 Rover model 75 saloon, grey with grey leather upholstery, speedometer reading 4,000 miles.

1947 Rover 14hp saloon, black, speedometer reading 11,000 miles.

103, New Bond St., W.1. Tel. Mayfair 8351/6. [7307

1947 Rover 16hp sports saloon, small mileage, first-class condition; £1,250.

1948 model Rover 60 sports saloon, in excellent condition; £1,320

APPLY J. Coxeter & Co., Ltd., Oxford 2275-6. [7595

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HENLYS, Ltd.
ENGLAND'S Largest Rover Distributors
SELECTION of all models at attractive prices
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).
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BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
STREATHAM (Streatham 7751).
HOUNSLOW (Hounslow 3454)
FINCHLEY (Finchley 0081).
GREAT WEST RD. (Ealing 3477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0029

BROWN'S for Rovers.

1939 Rover 12hp saloon de luxe, one owner, low mileage, immaculate condition; £565.
1939 Rover 10hp saloon de luxe, immaculate condition; £565.
1935 Rover 10hp saloon de luxe, Ace wheel discs, immaculate condition, £270.—Brown's Garage, Loughton (Essex) 4119 (Tube). [6114

WARWICK WRIGHT, Ltd., offer:—

1948 Rover 75 six-light saloon, black, red leather, 7,000 miles; £1,550.
1946 Rover 12hp saloon, black, brown leather; 9,000 miles; £995.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7029

CAMDEN MOTORS.—Rover 16hp sportsman's four-light saloon, Sept. 1946, immaculately maintained one owner car, finished in Rover green and in condition literally as new throughout, works maintained and serviced during its entire life the mechanical condition can be described as faultless; £915.

CAMDEN MOTORS.—Rover 16hp saloon de luxe 1939, original dark blue cellulose, leather to match, maker's disc wheels and late type instruments, fitted radio, demisters, etc., excellent mechanical order; £599.

CAMDEN MOTORS.—Rover 16hp saloon de luxe 1938/9, one owner since 1940, just reserviced mechanically, fitted Fram oil-coil filter and other special features, new Dunlop tyres; £555.

CAMDEN MOTORS.—Rover 14hp saloon de luxe 1946/7, immaculately maintained by one private owner, original tyres, nominal mileage only; £895.

CAMDEN MOTORS.—Rover 14hp sportsman's saloon 1940, original black finish, dark green leather, another one owner car since new, works maintained and serviced, full history known; £695.

CAMDEN MOTORS.—Rover 14hp saloon de luxe 1939, finished dark blue with dark blue leather, engine extensively reserviced in our workshops, fitted radio and other extras; £595.

CAMDEN MOTORS.—Rover 14hp saloon de luxe 1939, similar model to above, but slightly higher mileage and a shade less immaculate, excellent value for money, all tyres as new; £575.

CAMDEN MOTORS.—Rover 14hp sportsman's saloon 1938, recently fitted works reconditioned engine by maker's themselves, comprehensively overhauled, finished Rover green with green leather; £575.

CAMDEN MOTORS.—Rover 14hp saloon de luxe 1937, in clean condition, especially the coachwork, finished in duo-blue cellulose with blue leather, head lining rather shabby but especially good mechanically; £335.

CAMDEN MOTORS.—Rover 14hp saloon de luxe 1936, an excellent runner, sound coachwork, no dents or corrosion, fully guaranteed in writing; at £285.

CAMDEN MOTORS.—Rover 12hp saloon de luxe 1946/7, one very careful owner since new, whole car in superlative condition, fitted radio and heater; £905.

CAMDEN MOTORS.—Rover 12hp saloon de luxe 1939/40, extensively overhauled and rebored, reground crankshaft, new timing mechanism, clutch relined and host of detail work, engine can be literally compared to that of post-war model; £650.

CAMDEN MOTORS.—Rover 12hp saloon de luxe 1939, original finish and a similar model to the one above, believed stored during war; outstanding opportunity at £595.

CAMDEN MOTORS.—Rover 12hp saloon de luxe 1939 finished in dark green, slightly less immaculate than the above two models, earlier registration; £575.

CAMDEN MOTORS.—Rover 12hp saloon 1936, good clean car in excellent mechanical order, new Dunlop tyres last January; £295.

CAMDEN MOTORS.—Rover 10hp saloon 1939, a most attractive looking car finished in dark blue with red leather interior, several special features, beautiful and most economical little runner, unrepeatable at the price; £525.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, June 1940, at first sight could be mistaken for post-war model, immaculate appearance, one lady owner since new; £645.

CAMDEN MOTORS.—Rover 10hp saloon de luxe 1940, similar to above model, with all post-war features, but somewhat higher mileage and a little less immaculate than previous example; £565.

CAMDEN MOTORS.—Rover 10hp saloon de luxe 1936 sound chassis and a very good runner, several extra features, genuine value for money; £275.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115, over 75 Rovers in stock; write for 18-page post-free fully priced catalogue of over 400 fully guaranteed used cars and details of our free delivery service, refund of extra petrol tax on 2,000 miles of motoring, refund of purchasers' fares; easy and confidential hire purchase facilities; part-exchanges. [7342

ROVER MISCELLANEOUS

COOMBS & SONS (GUILDFORD), Ltd.,
OFFER:—

1948 Rover 16 black saloon, mileage 18 000, excellent condition.
1947 Rover 14 sports saloon, blue, really good car.
WE welcome any inspection.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [6913

BEARTS, of Kingston, Rover specialists sales spares, repairs.—102, London Rd., Kingston. Kingston 3348.

GORDON CARS (LONDON), Ltd.—1948 Rover 75 saloon grey/green, 6,000 miles, excellent order; below.

GORDON CARS (LONDON), Ltd.—1948 (Jan.) Rover 16 6-light saloon, black, 10,000 miles; below.

GORDON CARS (LONDON), Ltd.—1947 Rover 16 sports saloon, black/brown leather, exceptional.—Gordon House, 373, Euston Road, N.W.1. Euston 6611. [7041

R. P. POWELL MOTORS, Ltd., for Rover cars.—East London main agents 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701

ORDER your new Rover from A" ' Fa..ell, Ltd., and be assured of prompt and efficient service.—75, Manningham L.. B..ford. Te' ' 27-8. [0213

Rover Cars Wanted

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THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

H
HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
GREAT WEST RD. (Ealing 3477.)
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's leading Motor Agents. [0030

R
ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985

COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6138

WANTED, post-war Rovers, all models.—Send details to:—
ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. [0021

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0816

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

BLAKES, Rover agents, will purchase any non-Covenant Rover car.—110 Bold St., Liverpool, 1. Tel Royal 6622. [7736

JACK ROSE, Ltd., require low mileage Rover cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey, Wallington 6677-8. [7673

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0800

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [7396

DAVID ROSENFIELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

CAMDEN MOTORS, Ltd., require to purchase Rover saloons and drop heads of all horse-powers in good clean condition, 1938-40; write, call or tel., stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. [4602

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any models, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [5843

Rover Spares and Service

LEIGH PARK MOTORS, Ltd., Datchet, Slough Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. [7127

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0403

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

SINGER

S.M. offer:—

1936 Singer 9hp special works model Brooklands racer, over 100mph; a unique opportunity for an enthusiast; can be inspected at
STAR MOTORS, Shepherds Hill, Reading. Sonning 2345-6. [5055

CAR MART, Ltd.
SINGER Super 10 1948 saloon, 1,000 miles; £750.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6874

1936 Singer 9 saloon; £140.—"Lyndhurst," Hillside, Banstead, Surrey. Burgh Heath 5296.

BRAY MOTORS.—£299; 1939 Singer 9 sports roadster, jewellescent green, new hood and screen.—Below.

BRAY MOTORS.—£225; 1934 Singer 9 Le Mans sports 2-seater, Burlonwood reconditioned engine.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [7519

1939 Singer 10hp, in excellent condition throughout, one owner only since new; £325; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774 [7578

SINGER

1949 Singer 10 saloon, 10,000 miles.—British and Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7075

1939 Singer 10 saloon, exceptional condition; £350.—Smith & Hunter, 376, Kensington High Street, W.14. Western 2312. [6944

£155.—11hp de luxe saloon 1935, good condition, engine overhauled, taxed December.—27, Carfax Rd., Hayes, Middx. Hayes 3577. [7392

295gns.—Singer 9, Oct. 1939, sports roadster, black, red leather, new hood, good condition; terms, exchanges.—Rowland Smith, below:—

195gns.—Singer 9, 1935, Le Mans sports 4-seater, red, year's tax; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7246

1947 Singer Super 10 saloon, reconditioned engine fitted by agents, 12/5/1950; £615.—The Parsonage, Houghton, nr. Walsingham, Norfolk. Walsingham, 230. [7404

1948 9hp roadster, black, red hide upholstery, 8,500 miles, faultless condition; £650.—The Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0011. [7121

1948 Singer 10, black, one owner, under 4,000 miles, trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. [7213

10hp saloon, 1947, one owner, low mileage, finished maroon, condition as new; £685.—Recommended by the Singer Distributors, 140, Golders Green Rd., N.W.11. Speedwell 0011. [7120

1949 Singer Super 12 saloon, green, fitted radio, Lucas pass lamps, has been really well cared for by proud private owner; £725.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [6568

Singer Cars Wanted

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THE CAR MART, Ltd., wish to purchase Singer cars.—150, Park Lane, W.1. Grosvenor 3434. [0719

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ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986

CASH immediately for good Singer.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [7283

POST-WAR Singer required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0848

RAYMOND WAY, the hire-purchase specialists, are still buying Singers, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.8. Maida Vale 6044 (10 lines). [3129

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AUTOMENDERS are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs, and service.—St. Albans Lane, Golders Green, N.W.11. Speedwell 4701-2.

SINGER spare parts for 9, 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. [0217

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THE Northern sport and
RACING car specialists, offer:—

1949 H.R.G. 1500 2-seater, finished in red with with matching interior, 5,400 genuine miles, spare tyre unused, overall zip tonneau cover, full instruments, spotlight, etc., ideal car for fast touring and competitions with economical performance; £845.

1934 Aston Martin short chassis Le Mans 2/4-seater; this car has just had a £200 overhaul including crankshaft ground, block linered, new valve gear, carburettors, magneto and radiator, the body is in black with red wheels, excellent hood, tyres and battery, extras include mellotone horns, badge bar, large instruments, etc.; £550.

1946 (regd.) Bentley Speed Six with coachbuilt 2-seater, sports body in deep red with matching interior, fawn hood and side screens; this car is perfect in every detail and must be one of the finest examples of the model in existence, taxed for 1950; this is a real opportunity for Bentley fans and represents real value at £595.

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1931 Alvis 12/60 Beetleback 3-seater, maroon, engine noisy but perfectly reliable, everything working, hood and tyres reasonable, body good and interior clean, 27 mpg and good performance; £195.

BLAKES buy and sell racing and sports cars of all types; specialists in vintage Bentleys; write for lists and quotations.
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ROYAL 6622. 'Grams "Autocar, Liverpool." [6911

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AUSTIN 7 Ruby '36 2-seater coupe, excellent condition throughout; £160.
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A CONSTANTLY changing selection of vintage sports cars in much above average condition and well worth a visit; please telephone for full and accurate details of current stock.
PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.
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1947 M.G. T.C. 2-seater, finished in green, immaculate condition, 12,000 miles only, amazing performance, whole car as new; £595.

1937 M.G. T.A. 2-seater, finished in deep maroon, excellent chassis and all-weather equipment; £325.

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1935 M.G. P.A. 2-seater, finished in racing green, twin horns and spot lamp, excellent performance; £275.

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£285.—Frazer Nash-B.M.W. 16hp 2-litre twin carb, type 139 saloon, 1936, taxed, new pistons, lovely engine, delightful to drive.

£235.—Invicta 3-litre, fitted 1946 open 2-seater sports bodywork, taxed December, lovely red cellulose, almost new tyres, almost new hood, etc., foldflat and two zero screens.

£198.—Singer 9 Le Mans 2-seater, exceptionally good mechanically and very fast.

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MANY others in stock.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [6993

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RAYMOND WAY, of Kilburn.

50 sports cars of all types under £300.

5% discount for cash customers

CARS and motor cycles wanted in part exchange.

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SPEEDSTERS, Ltd.—The finest sporting cars in the country.

SPEEDSTERS, Ltd.—1940 series speed model type C Aston Martin, registered June 1939, aerodynamic 2-seater, maroon and grey, bronze head, hydraulic brakes, Scintilla ignition, lighting and starting, tested by us at 109m.p.h. about 28mpg, new battery, excellent tyres, a hand-made high quality sports car.

SPEEDSTERS, Ltd.—Riley Special Sprite 12hp 1937 2-seater, stored for past 5 years, untaxed for great part of its life, speedo 24,497, all tyres just replaced, apparently originals, red cellulose spotless, carpets, tonneau cover, etc., all as new.

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SPEEDSTERS, Ltd.—Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill Surrey. Horley 638. 24 minutes from Victoria. [6996

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THE SOUTHERN MOTOR Co., of Lowfield Heath, nr. Crawley, Sussex.

3½-litre Jaguar 100, which was rebuilt and remodernised in 1947, a unique opportunity of purchasing a practically unused car of this description, £10 tax, phenominal performance; £750

TEL. Crawley, Sussex, 437. [6748

VERITAS 130mph 2-seater; Allard and 1949 Frazer Nash Le Mans Replica; others.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. [5570

BRAY MOTORS.—£195; 1937 Austin 7 Nippy sports 2-seater, economical and lively.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [7520

VERY special sports 4-seater Hudson 29hp (£10 tax), smartly finished in black and blue, good tyres, very fast; £350.

WADCOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [6756

LAGONDA 16-80 special coupe, over £600 spent within the last 5,000 miles on complete overhaul, engine not run in; £425.

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PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:—

1937 S.S. Jaguar 100 2½-litre competition 2-seater, in beautiful condition throughout, £475; 1935 Alvis Speed 20 drop head foursome, £525; 1934 Alvis Speed 20 saloon by Charlesworth, £225; 1927 Fiat 10hp tourer, £65; 1937 Fiat 500 cabriolet, choice of two, £210 and £225, 1937 M.G. TA, 2-seater, £375; 1935 M.G. Zoller blown N type Magnette, reconditioned unit and blower, £350; 1934 J.2 M.G. 2-seater, red, £220; 1933 J.2 M.G. 2-seater, black, £215; 1937 Renault 18hp drop head foursome, £200; 1936 Lanchester 10 drop head foursome by Mulliner, £250; 1934 Citroen 20hp coupe by Gurney Nutting, £150; 1934 Riley 9 Kestrel, £185; choice of 6 Riley 9 Monacos from £55; insurance, hire purchase on all cars, regret unable to cope with written enquiries. [7432

£195.—Rolls-Royce 40-50hp Phantom tourer.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7051

£130.—Riley Alpine sports 4-str., good condition, fast; exchange for m/c.—Corrall, 75, Farm Way, Worcester Park, Surrey. [7374

RILEY 9 Gamecock 2-str. Sports, 2 new tyres, excel. mech. cond., best offer, evenings, Sats., Suns.—Browning, 108, Hubert Grove, Stockwell, S.W.9. [7463

RILEY 12 Lynx Sprite 4-str., rebored, crank ground, new gear box, 16in wheels, fast attractive car.—Bacon, 80, Beechwood Park Rd., Solihull. [6717

LAGONDA 2-litre 4-seater tourer, recent engine overhaul, liners fitted, crankshaft ground, new bearings; £200.—Hooper, 188, Woodcote Rd., Wallington, Surrey [6661

V.8 C.S.M. special, first registered Feb., 1949, Mercury engine, 4-speed gear box telecontrol s/absorbers, an exceptional high performance car, finished blue; £575.—By H. A. Saunders, Ltd 144, Golders Green Rd., N.W.11 Spe. 0011. [7123

SPORTS CARS

ROWLAND SMITH for Sports Cars.

495 gns.—Riley Sprite, May 1938, 1½-litre super sports 2-seater, black, aluminium wheels, large instruments, preselector, Scintilla, Hartfords, 15-gallon tank, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

425 gns.—Riley Ulster Imp 1934 9hp special sports 2-seater, light blue, blue leather, close-ratio gearbox, manual change, racing carburettors and magneto, outside exhaust, new Dunlops, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Alfa-Romeo 1932, rebuilt and registered 1936, 1,750cc Type 6C twin overhead camshaft super sports 2-3-seater, silver grey, blue leather, concealed hood, good tyres, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [7250

STINKER special sports chassis with bonnet scuttle, dashboard and wings, fitted with brand new Humber Snipe 27hp engine, knock-on type wheels fitted with all new tyres, radiator, head lamps, stoneguard have been rechromed; what a car for the enthusiast; price £185.—W. A. WHITE, 46, East Laith Gate, Doncaster. Tel. No. [illegible]

RAILTON straight eight sports tourer 1934, but extensively rebuilt 1947, first-class bodywork upholstery and weather equipment, engine runs as new, uses next to no oil and averages 20 m.p.g. with really fine performance; £195.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [7395

1937 Hudson 8-cyl. rare model English coachbuilt 4-light sports saloon by Coachcraft, genuine 40,000 miles, coachwork suspension, stripped and rebuilt recently, chauffeur maintained, beautiful condition, terrific performance; for sale at bargain price for £475.—Tel. Avenue 4242. [6796

JAGUAR 3½-litre ex-Wisdom, ex-Newsom works car, in racing or sprint trim, fastest Jaguar in existence, 1949 modifications, spares include twin spare wheels, axle ratios, pistons, bearings, cylinder head, sports car equipment, etc.; £750.—G. E. Matthews, 48, Gaynes Hill Rd., Woodford Bridge, Essex. [7372

ALTON GARAGE, "The Alvis People," regularly have a good selection of sports cars, open and closed, at very competitive prices (£100 upwards); these are available on very easy hire purchase terms; all enquiries and corespondence welcomed.—17, Elcrook Mews North, Craven Rd., Paddington 3952 and 4710. [6937

INVICTA Special 4½-litre 2-4-seater; this car is on £10 tax, having been completely rebuilt 1949, cost believed to be £1,200, it includes full Le Mans equipment and has a host of special features, all engine parts either chromed or polished; the cellulose has not the slightest scratch; must be seen to be appreciated; any examination welcomed; £850 or offer.—B. Parker Leigh Lodge, 22, Higher Drive, Banstead, Ewell 1681.

ALFA-ROMEO 17-95 2-3-seater drop head, Darracq (French) 4-litre streamlined saloon by Figoni & Falaschi (Paris), 1939 model, as new; Bugatti 51 type Grand Prix; Bugatti Type 37 Grand Prix; Bugatti Grand Prix supercharged Type 37A; Hotchkiss late 1939 Paris-Nice, sports saloon; Citroen roadster, 15hp, 1939 model; Delahaye 135M, May 1939, close coupled pillarless saloon, approx. 115mph; Hotchkiss Paris-Nice 1936 sports saloon; Hotchkiss Paris-Nice 1937 2-4 fixed head coupe; Lagonda Rapide, tailback 4-seater, outside exhausts, September, 1937; Mercedes 540K 1939 model 2-3-seater drop head coupe, ivory; Lancia Aprilia, Farina foursome drop head, first reg. 1948, immaculate.

CHIPSTEAD MOTORS, The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. [6200

Sports Cars Wanted

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0987

PERFORMANCE CARS buy sports cars and nothing else.—Daleham Mews, N.W.3. Hampstead 8707. [5439

WANTED for personal use, 2.9 Alfa or 57 S.C. Bugatti, good car, preferably with drop head body.—Apply R. H. Holmes, Holbro Works, Billet Rd., E.17. [6808

ALFA 8hp sportsman's coupe, on racing chassis, resprayed, excellent condition and performance; offers around £300, or would exchange for Talbot 10, Aero Minx, Rapier.—Full details from Milbourn, 20, Elphinstone Rd., Southsea. [7394

Sports Cars Spares and Service

AUTOMENDERS are enthusiastic repairers tuners and modifiers.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753

S.S. Cars Wanted

CASH immediately for good S.S.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [7271

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0988

STANDARD 8

OVERSEAS CARS, Ltd.

1947 Standard 8 tourer, grey, 3,000 miles only; £525.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [6924

ACLAND & TABOR, Ltd., offer:—

1946 Standard 8 d/h. coupe, low mileage, fitted radio, new hood, excellent condition; £495.

APPLY North Road Garage, Welwyn 481. [7319

1947 Standard 8 saloon, 14,000, one owner, excellent condition; £500.—F. H. Thomas, Epsom 2907. [7489

1946 Standard 8 coupe, 15,000 miles, excellent condition; £475.—S. Saint, Greendene Farm, Mapledurham, Reading. [6625

1946 Standard 8hp saloon; £420.—Vandervell's (buyers of good used cars, 215, Haverstock Hill, N.W.3. Primrose 4441. [1491

STANDARD 8 1947 de luxe saloon, black, brown leather, disc wheels, other extras, 20,000 miles; £450 or very near offer.—Kingston 1562. [7495

£335.—Standard 8 1939, drop head coupe, new hood, interior leather as new, excellent mechanically, choice of three. Many others.

BEMMOTORS, 1, Clarendon Rd., Holland Park London, W.11. Park 5066-7; open Mon to Sat, 9-6 (50 yards Holland Park Tube Station) [6706

1946 (July) Standard 8 saloon, just rebored, condition spotless; £440.—Bertram Cowan, Hermitage Lane, Streatham, Pollards 2100. [7105

1945 (Sept.) Standard 8 saloon, black, excellent condition throughout, one owner; £425.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [7189

STANDARD 8

1939 Standard 8 drop head coupe, reconditioned throughout, taxed, blue, and blue leather; £295.—Petersham Garage, Ltd., Petersham Mews, S.W.7. West 4106. [7464

1948 (Feb.) Standard 8hp de luxe saloon black, 11,000 mls. only; £540.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6394

1947 Standard 8 saloon, black/beige leather, 15,000 miles, excellent condition; £525.—L. F. Dove, Limited, Mid-Surrey Car Centre, Guildford Road, Woking. Tel. 1282. [5814

£395.—Standard 8, July, 1946, tourer, grey, blue leather, moderate mileage, excellent condition; H.P. terms arranged.—Root's Motors, Portsmouth Rd., Long Ditton, Emberbrook 2026, 3031. [7208

1948 Standard 8hp drop head coupe, finished black with brown upholstery, meticulously cared for, total mileage 9,500, just as new; £535; may be viewed; Manchester area.—Write in first instance Box 4954. [6732

£425.—Standard Flying 8 foursome drop head coupe, 1945-6, an immaculate little motor, late property of wife of wealthy local government official; other cars kept and maintained by own chauffeur; a little sparkler in every respect, very nominal mileage, having been used for occasional pleasure trips and taxed half duty; outstanding value.—See below.

£295.—Standard 8hp saloon, 1939, lively little motor with original coachwork in sound condition, new set of tyres 2,000 miles back, most economical performance.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Write for 18-page post free fully priced catalogue of over 400 fully guaranteed used cars and details of our free delivery service, refund of extra petrol tax on 2,000 miles of motoring, refund of purchasers' fares; easy and confidential hire purchase facilities; part exchanges [7343

TANKARD & SMITH, Ltd., offer 1939 Standard 8 saloon in black with blue leather, coachwork and interior in very good condition, mechanically excellent, any trial; £335; also 1939 Standard 8 four-door tourer in green with blue leather; £305; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, King's Rd., S.W.3. Tel. Flaxman 4801-2-3. [6765

STANDARD 9

STANDARD 9 saloon, 1936, in thoroughly sound condition, a fine little car for £225.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon. Liberty 2494. [6701

£295.—Standard 9 saloon, black, very good condition from all aspects, spotlamps, cannot be repeated at this price.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [6153

STANDARD 10

1938 Standard 10, good condition, radio, new loose covers; £375.—Barber, 1, Ludlow Court, Silverdale Rd., Eastbourne. Tel. 608. [6637

1937 Standard 10 saloon, grey, in very good condition throughout; £240.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1223

£310.—Standard 10 saloon de luxe, black, perfect condition throughout, 1 owner from new.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [6151

STANDARD 12

BROWNS for Standard.

1946 Standard 12hp saloon de luxe, immaculate condition; £575.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [4158

STARNES MOTORS offer:—

£725.—Standard 12hp 1948 (Sept.) drop head coupe, black with brown leather, H.M.V. radiomobile and Lucas spot-lamp, very well-kept car, one owner, taxed.

STARNES MOTORS, Standard Sales & Service Specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [6692

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1939 Standard 12 de luxe sun saloon, t.f.s., black with brown hide upholstery, reconditioned throughout, showroom condition; £450.—D. J. Shepherd & Co. (Enfield), Ltd., 436 Hertford Rd., Enfield. Howard 1651. [3963

GATEHOUSE offer 1948 Standard 12 saloon fawn, 10,000 miles, as new; £765.

GATEHOUSE MOTORS, Ltd., Highgate Village, London N.6. Mountview 4444. [6338

1934 model Standard 12hp Avon sports tourer, excellent order; £225.—Sands, Burnham, Bucks, 84. [6957

1947 Standard 12hp de luxe saloon, entirely as new; £695.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [7128

1947 (November) Standard 12 saloon, low mileage, spare unused, radio, heater; £725.—John Gray, 40, Hermitage Lane, N.W.2. Speedwell 1242. [6562

1938 Standard Flying 12, one owner since new, 37,000 miles, original paintwork and upholstery as new; £350.—Beebee, 10, Wyvern Rd., Sutton Coldfield. [7596

1948 12hp d.h. coupe, black, red hide upholstery, low mileage and exceptional condition £815.—By H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [7122

1948 (August) Standard 12 drophead coupe, black with red leather, 12,000 miles, immaculate car; £775.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [6551

TANKARD & SMITH, Ltd., offer 1939 Standard Super 12 saloon in metallic grey with beige leather, fitted replacement engine and many other extensive repairs (bills for inspection), immaculate condition; £455; three months' written guarantee; also 200 guaranteed used cars of all makes.—Below

TANKARD & SMITH, Ltd., offer 1939 Standard Super 12 saloon in polychromatic grey with red leather, one owner since new, very nice condition, £455; three months' written guarantee; also 200 guaranteed used cars of all makes.—Below

TANKARD & SMITH, Ltd., offer 1948 Standard 12 saloon in grey with blue leather, genuine 12,000 miles only, beautiful condition; £765; three months written guarantee; also 200 guaranteed used cars of all makes.

TANKARD & SMITH, Ltd., 198, King's Rd., S.W.3. Tel. Flaxman 4801-2-3. [6763

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 12

CEDARS GARAGE.—All our used cars are carefully selected, tested and overhauled in our workshops before they are offered for sale with a 3 months' written guarantee and 2 free after-sales service.

1948 (November) Standard 12 drop head coupe, fitted loose covers, Ekco radio; 15,000 miles; £785.

CEDARS GARAGE, Lee Terrace, Lewisham, S.E.13. Tel. Lee Green 2920. [6595

750 gns.—Standard 12, April 1948, de luxe 4-door saloon, black, sliding head, red leather, radio, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7252

STANDARD 14

J. DAVY offers:—

1948 (May) Standard 14 saloon, black/blue leather, superb condition, 12,000 miles, one owner, radio; £785.

J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd., W.8. Western 6493. [6985

ROUNDABOUT offer:—

1948 Standard 14 saloon, 11,000 miles only, one owner, in black with red upholstery; £795.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middlesex. Waxlow 1071-5. [7005

PRIDE & CLARKE, Ltd.

1948 Standard 14 saloon, grey, blue leather, Romac radio, immaculate; £765; terms 24 months. Stockwell Rd., S.W.9. Brixton 6251. [7326

H. A. SAUNDERS, Ltd., offer:—

1948 Standard 14 saloon, black and fawn leather upholstery, 10,000 miles; £795.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [6907

HAROLD RADFORD & Co., Ltd.

1947 Standard 14 drop head coupe, finished in grey with leather upholstery, new tyres, new hood, mileage 20,500.

HAROLD RADFORD & CO., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5900

STANDARD 14 1948 low mileage, black, fitted radio as new; £795.

THE PANTILES SERVICE GARAGE, Portsmouth Rd., Burpham, Nr Guildford, Surrey. Guildford 5326. [4909

1947 Standard 14 saloon, grey with blue leather upholstery, small mileage; £715.—Box 5035. [7535

1937 Standard 14 saloon, one owner.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [6534

1938 Standard 14, extensively reconditioned and finished in pale and dark green; £325.—Tel. Nutfield Ridge 2232. [7582

1948 (Oct.) Standard 14, grey/blue leather, 5,600 miles, Standard specialists report condition faultless; £875.—Box 4912. [6659

STANDARD Flying 14 1938 touring saloon, blue, blue hide, really immaculate car; £475.—Downey, 23, New River Gdns., Wood Green, N.22. [6662

1938 Standard 14 special coachbuilt drop head coupe, laid up all war, minimal mileage, superb condition; £400.—Tel. Spe. 4324. [7145

GORDON CARS (LONDON), Ltd.—1948 Standard 14 saloon, black/fawn, excellent condition.—Gordon House, 373, Euston Road, N.W.1. Euston 6611. [7042

1948 July Standard 14 de luxe saloon, 14,000 miles, one owner, radio, heater, taxed year; £800.—King's Motors, 1, High St., Hounslow. Tel. 3532. [6990

£765.—Standard 1948 14hp de luxe saloon, black with red leather, one owner low mileage, as new.—K. J. Motors Bromley, Kent Ravensbourne 3456, 7, 8 & 9. [5457

1947 Standard 14, 29,000 miles; £575, or would exchange for Maple Leaf Ford V.8 utility with cash; H.P. could be arranged.—Fisher, 17, Ravensdale Mans., Haringey Park, Crouch End, N.8. Mountview 7216 [6750

STANDARD 16

1935 Standard Avon special 16 sports saloon, gunmetal, condition genuinely as 1948; any trial; really worth inspection; £350.—Wembley Court Motors High Rd., Wembley Arnold 5221-2. [5636

STANDARD 20

1937 Standard Flying 20; bargain £200.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [6084

STANDARD VANGUARD

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

STANDARD Vanguard saloon, colour bronze, brown leather, complete with radio, first registered March, 1949, mileage 9,900; £965.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6500

PRIDE & CLARKE, Ltd.

1949 Standard Vanguard saloon, bronze, bronze leather upholstery, built-in radio, air conditioned, unmarked, 12,077 miles; £675; terms 24 months.—Stockwell Rd., S.W.9. Brixton 6251. [7325

ACLAND & TABOR, Ltd., offer:—

1949 Vanguard, speedo reading 6,000 miles, suede green, radio, heater, as new; £975.

APPLY North Road Garage, Welwyn 481. [7315

PHILIP RICKARDS, Ltd., offer:—

1949 Standard Vanguard, grey, 9,900, radio, heater, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [6851

S. G. SMITH MOTORS, Ltd., offer:—

1949 Vanguard, 4,000 miles only, H.M.V. push-button radio, heater, indistinguishable from new; £985; 50 other used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [7483

STANDARD VANGUARD

MANN EGERTON & Co., Ltd., offer:—

1949 Standard Vanguard saloon, cream with blue leather upholstery, radio, heater, 6,000 miles.

14, Berkeley St., London, W.1. Regent 2073. [6981

1949 Standard Vanguard saloon, grey, grey leather, radio and heater; £1,025.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6950

1949 Standard Vanguard saloon, bronze, mileage 7,000, as new throughout; £935; trade enquiries welcomed.

H. O. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. [3613

1949 Vanguard saloon, black, radio, heater, 3,000 miles; £1,000.—College Motors, Ltd., 27, Rupert St., Bristol, 1. [6677

VANGUARD, May 1949, 6,800 miles, radio, heating, excellent condition; £950 or nearest.—Singleton, Watermouth, Ilfracombe. [7402

1949 Standard Vanguard saloon, green, fitted leather upholstery and radio, mileage 10,000, one careful owner; £915.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [5701

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0214

1949 Standard Vanguard saloon, black with blue leather, low mileage; £975.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2254. [7330

1949 Vanguard, 7,000 miles, grey, red leather, radio, heater; £975.—E.F.S. Motors, Ltd., Kingston-By-Pass, Esher. Tel. Emberbrook 3000. [7360

£925.—Vanguard de luxe saloon champagne, rust leather upholstery, radio and heater, one owner, 10,000 miles, indistinguishable from new.— K. J. Motors, Bromley, Kent. Ravensbourne 3456, 7, 8 & 9. [5458

£915.—Vanguard 1949, 10,000 miles, green leather, Radiomobile, heater, taxed year, 30mpg, unmarked, a carefully used car of outstanding performance.—Derrington, 159, London Rd., Kingston 5621. [7214

STANDARD MISCELLANEOUS

CAR MART, Ltd.

STANDARD 8 tourer, 1948, 1,000 miles; £595.

STANDARD 12 1948 saloon, 9,000 miles; £835.

STANDARD 12 1947 saloon, radio, 11,000 miles; £765.

STANDARD Vanguard 1949 saloon, radio and heater, 10,000 miles, 6 months' guarantee.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6875

£485.—Standard 12hp super de luxe saloon, black with brown hide, genuine 29,000 miles, outstanding car.

£395.—Standard 8 1946 4-seater tourer, grey, 21,000 miles, beautifully maintained car.—Robbins, East Putney. Tel. 4581. [7201

CARRS AUTO SALES, Ltd., Croydon-Purley area distributors, always have low-mileage Standard and Triumph cars available.—Croydon 6088. [0052

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. [0873

RSR

ROWLAND SMITH'S the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0989

I REQUIRE post-war Standard urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [6819

CASH immediately for good Standard.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [7272

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

TIMMS MOTORS Colinette Rd., Putney S.W.15.—Cash buyers of Standard cars, all models.—Putney 8667. [2709

JACK OLDING, Ltd., 8-10, North Audley St., W.1, Standard retailers, require cars in first-class condition. Mayfair 5242. [0870

CASH buyers of low-mileage Standard 12s, 14s, Vanguards; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0801

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. Gla. 2480. [0431

Standard Spares and Service

S&T

SERVICE and spares for all models.

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Road and Abbey Road, St. John's Wood N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0301

STANDARD and Triumph spares, sales and service.—R. Martin, Standard House, Highgate Village, N.6. Mountview 3413. [0408

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Gardens, N.5. Canonbury 6190. [0294

STANDARD spares for all models; largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359

Standard Spares and Service

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5466. [0475

BROCKHURST GARAGE.—Harrow agents for Standard Triumph; sales service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911); full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate, distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182. [1572

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stocks of spares for all models, the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0367

HALLS (Finchley), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months. Girling-Bendix stockists.—Arcadia Av., Finchley, N.3. Finchley 5908-9. [0002

STUDEBAKER

ACLAND & TABOR, Ltd., offer:—

1937 26hp Studebaker fixed head coupe, overdrive, heater, new condition; £375.

APPLY North Road Garage, Welwyn 481. [7316

CHARLES RICKARDS, Ltd., the house of standing and repute.

1937 Studebaker President saloon, black, fitted, over-drive, excellent condition throughout; £475.

56, Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [6644

1947 (Sept.) Studebaker Champion saloon 22hp, maroon, left-hand drive, genuine 10,000 miles, most attractive car; £1,350.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [4512

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker. Wembley 3903. [8007

SUNBEAM

1936 Sunbeam 20.74hp 4-door saloon, aluminium body, leather upholstery, absolutely sound mechanically, 5 good tyres, quality car, seen Manchester, private; £350.—Box 5034. [7534

Sunbeam Spares and Service

CROWN wheels and pinions for all Sunbeam models, state ratio.—Barlow & Chidlaw, Ltd. Pendleton, Manchester. [2115

SUNBEAM-TALBOT

TOM GARNER, Ltd., offer:—

1949 Sunbeam-Talbot 80 saloon, black with brown leather, 9,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6839

R. F. FUGGLE, Ltd., offer:—

1948 (Nov., '47) 2-litre Sunbeam-Talbot saloon, one owner, 8,000 miles, black, a nearly new car; £995.

1947 2-litre Sunbeam-Talbot tourer, 983 miles, equal to new; £995.

BUSHEY Heath, Herts. Tel. 1685. [6751

H. A. SAUNDERS, Ltd., offer:—

1947 Sunbeam-Talbot 10 sports saloon, one owner, metallic grey; £745.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [6908

ACLAND & TABOR, Ltd., offer:—

1948 Sunbeam-Talbot 10 4-door saloon, 16,000 miles, wireless, grey, immaculate; £875.

APPLY North Road Garage, Welwyn 481. [7317

WARWICK WRIGHT, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, silver green, beige leather, 3,000 miles; £1,350.

1949 Sunbeam-Talbot 80 saloon, satin bronze, red leather, 6,000 miles; 1,250.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7030

1939 10hp Sunbeam-Talbot open 4-seater; £400 or offer.—Tel. Per. 6900. [5765

SUNBEAM-TALBOT (80), 1948, splendid condition; £850 or near offer.—1, Gidea Close, Romford, Essex. [6805

GORDON CARS (LONDON), Ltd.—1948 Sunbeam-Talbot 10hp saloon, granite/grey cloth, excellent; below.

GORDON CARS (LONDON), Ltd.—1946 Sunbeam-Talbot 10hp tourer, black, 12,000 miles.—Gordon House, 373, Euston Road, N.W.1. Euston 6611. [7043

SUNBEAM-TALBOT 90 saloon, just out of covenant, mileage 9,000, first reg. April, 1949, licensed, gun grey, radio, as new throughout, extras, any trial.

NEWCASTLE (STAFFS) MOTOR Co., Ltd., Brunswick St., Newcastle, Staffs Tel. 66266-7-8. [6647

1940 Sunbeam-Talbot 2-litre saloon, perfect order throughout; £485; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton. Tel. 1422. [7359

1949 Sunbeam-Talbot 80 Streamstyle saloon, exceptionally attractive car, black-brown, low mileage.—Autowork, Ltd., Winchester. Tel. Winchester 4834 [6886

1948 10hp Sunbeam-Talbot saloon, black, fawn upholstery, in extremely nice condition; £825.—Birkett Motors, Ltd., 72-74, High Rd., South Woodford, E.18. [6330

1949 April, Sunbeam-Talbot 90 saloon, satin bronze, red leather upholstery, small mileage, taxed year, as new; £1,190.—O. G. Barnard & Sons, Ltd., Stowmarket Tel 201 [5792

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1936-9, smart example, nicely finished in metallic grey, grey leather, lively engine, 3 new Goodyears; £395.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports 4-seater roadster, 1939, original finish, nicely maintained, almost new hood, and all-weather equipment, tip-top little engine, quite fast but economical several extras; £455.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, very good order mechanically but cellulose only fair; £395.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp foursome drop head coupe, 1939, very pretty little car, moderate use only, tax half-rate by previous owner; outstanding bargain, £495.

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp foursome drop head coupe, 1940, very scarce model, only a few produced, delightful performance, all new tyres; £495.

CAMDEN MOTORS.—Sunbeam-Talbot 2-litre 14hp sportsman's saloon, 1948 (February), flawlessly finished granite grey, condition literally as brand new, immaculately maintained by one owner, very little used since new; £935.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Write for our 18-page fully priced catalogue of over 400 fully guaranteed used cars and details of our free delivery service, refund of extra petrol tax on 2,000 miles of motoring, refund of purchasers' fares; easy and confidential hire purchase facilities; part exchanges. [7344

1949 Sunbeam-Talbot 90 saloon, finished in silver green with brown leather interior, fitted heater, one owner, speedometer reading 3,000 miles, fully guaranteed; £1,395.

LAMB'S, Ltd., Standard House, Southend Rd., Woodford Green, Essex. Wanstead 0123 (8 lines). [7299

ROSE & YOUNG, Ltd., offer 1948 Sunbeam-Talbot 2-litre saloon, finished in metallic grey; £795.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [4413

1948 Sunbeam-Talbot 10 touring car, one owner, gunmetal finish, mileage 19,000, immaculate condition; £795 or near offer.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [9971

SUNBEAM-TALBOT model 90 four-door sports saloon in black, leather upholstered, radio and heater, almost as brand new; accept £1,175.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. Two minutes Croydon 'drome. [7259

£475.—1940 (June) Sunbeam-Talbot 3-litre saloon, immaculate throughout and mechanically beautiful; represents extraordinary value at the price asked.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen, S.W.14. [7089

SUNBEAM-TALBOT 1939 Redfern electrically operated drop head coachbuilt saloon by Maltby of Folkestone, finished blue, fawn mohair hood, blue leather upholstery, engine and bodywork in excellent condition (new sleeves 1948), extras include heater, defroster, and H.M.V. Radio, good tyres; £625.—The Veterinary Establishment, London Rd., Kettering. Tel. 2200. [6643

Sunbeam-Talbot Cars Wanted

ROOTES, Ltd., DISTRIBUTORS, REQUIRE modern low-mileage Sunbeam-Talbot cars BIRMINGHAM.—Lower Temple St (Central 8411) MANCHESTER.—129, Deansgate (Blackfriars 6677) MAIDSTONE.—(Maidstone 3333) CANTERBURY.—(Canterbury 3232) ROCHESTER.—(Chatham 2231) WROTHAM Heath.—(Borough Green 4)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1 Tel Grosvenor 3401. [0111

ROWLAND SMITH'S, the Sunbeam-Talbot buyers—Hampstead High St (Hampstead Tube) Ham. 6041. [0990

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0602

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Sunbeam-Talbot cars.—56, Bayswater Rd., W.2, Paddington 1820. [6849

CRIPPS, of Nottingham, urgently require all recent models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 44558. [0462

CAMDEN MOTORS require to purchase Sunbeam-Talbot saloons and drop heads of all horse-powers, in good clean condition, 1938-40 and post-war; write, call or tel., stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. [4603

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

Sunbeam-Talbot Spares and Service

ARMITAGE MOTORS (WESTMINSTER), 213-219, Broadway, Wimbledon, and Wilton Mews, S.W.1. Liberty 4390. [6874

TALBOT

R. F. FUGGLE, Ltd., offer:—

1936 105 Speed Talbot sports saloon, recent £300 overhaul by us, mileage 43,830; £695.

1936 110 Talbot Van den Plas tourer, carefully checked throughout and passed 100% by us; £715.

BUSHEY Heath, Herts. Tel. 1685. [6752

TALBOT 10 saloon 1937½, sound condition and appearance.—5, Augusta Rd., Penarth. [7487

1938 Talbot 10 sports saloon; £335.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [7479

1935 Talbot 75 Airline saloon, blue with blue leather, beautiful condition; £240.—Wareing, Railway Tavern, Hamworthy, Dorset. [4761

TALBOT

1934 Talbot 105 black saloon, taxed, insured, good condition, smart appearance; nearest £175.—Stopps, 136, Pavilion Rd., S.W.1. Slo. 2782. [5383

1935 Talbot 21hp de luxe saloon, in very exceptional condition throughout; £295.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488. [4448

1933 Talbot 75 de luxe saloon, finished black, leather interior, fine condition throughout, excellent performance, taxed year.—Cook, Forge Lane, Northwood. Tel. 812. [7387

1938 3-litre Talbot 4-door saloon, in gunmetal grey, good appearance, manual gear box, any trial; £445.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5157

1937 Talbot 75 saloon de luxe, grey, green leather, 46,000 miles, one owner, exceptional throughout; £395.—Vandervells (Buyers of used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [3707

TALBOT 105 saloon, 20.9hp, 1937 (Dec.), grey, maroon leather, discs, self-change, traffic clutch, excellent appearance and condition, carefully maintained (one owner) and taxed year; seen London; £465.—Box 4914. [6670

75 17.9 Talbot, 1938, delivery, one owner, 32,800 almost in its new original condition inside and out, Ace discs, Newton & Bennett shock absorbers, 20 mpg; £575.—Bennett, "Nella," Storrington, Sussex (Storrington 46) or Victoria 3454. [6725

WALTER SCOTT Ltd.—1937 (May) Talbot Speed 105 saloon, black, beige hide, 33,000 miles only, synchromesh, Andre telecontrols and many other extras, looks and runs as new; £595.—39, College Crescent, Hampstead N.W.3 (Swiss Cottage Tube) Primrose 5914. [9789

295 gns.—Talbot 105, 1937, 21hp, de luxe 4-door saloon, silver grey, sliding head, grey leather, Ace discs, Wind-tone horns, excellent condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [7247

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers—Hampstead High St. (Hampstead Tube). Ham 6041. [0991

CASH immediately for good Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [7273

WANTED, 1938-40 3-4½-litre Talbot saloon/limousine, condition immaterial.—21, Upper Boundstone Lane, Lancing 3661. [7465

TERRAPLANE

TERRAPLANE 22hp, December 1936, de luxe saloon, one owner, 41,000 miles, excellent throughout, taxed.—Beddall-Smith, 303, Rugby Rd., Binley, Coventry. [7369

TRIUMPH

BROOKLANDS.

1949 Triumph model 2000 roadster.

103 New Bond St., W.1. Tel. Mayfair 8351-6. [7303

CAR MART Ltd.

TRIUMPH 2000 1949 roadster, 4,000 miles; £1,065.

TRIUMPH 1800 1948 roadster, 14,000 miles; £895.

TRIUMPH 1800 1947 roadster, heater, radio, 7,000 miles; £895.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6876

NEWNHAMS, Ltd.

1936 Triumph Southern Cross 2-seater, black with green, one owner since new.

1948 Triumph 1800 roadster, grey with blue carefully maintained.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [7287

ELITE MOTORS offer:—

1948 Triumph 1800 roadster, finished in polychromic grey, fitted with wireless and many extras, mileage 13,000 only, really in showroom condition; £875.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (four lines). [7482

SWANMORE CAR SALES.

1949 Triumph 2000 d.h. coupe, 10,000 miles.

1947 Triumph 1800 razor edge saloon, 11,000 miles.

EXCHANGES and terms.—Swanmore Garage, 1176-80, Christchurch Rd., Boscombe East. Tel. Southbourne 1022. [7137

TOM GARNER, Ltd., offer:—

1949 Triumph 1800 razor edge saloon, black with beige leather, 3,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 3265-6. [6840

SAUL & SLATTER, Ltd., offer:—

1947 Triumph 1800 coupe, grey, in exceptional condition throughout; £825.—44-46, Aldermans Hill N.13. Tel. Pal. Grn. 1205-7173. [6940

PHILIP RICKARDS, Ltd., offer:—

1949 Triumph Roadster, black, 11,000, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [6856

MCKINNON MOTORS, Ltd., offer:—

1949 (April) Triumph 2000 Razor-edge saloon, black, beige leather, 8,000 miles only, taxed Dec.; £1,250.

1949 (March) Triumph 1800 Razor Edge saloon, grey, grey leather, 7,000 miles only, taxed Dec.; £1,195.

CONFIDENTIAL extended terms, 6 months' guarantee.

MCKINNON'S, "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [6696

MANN EGERTON & Co., Ltd., offer:—

1949 Triumph saloon, black with beige leather upholstery, radio, 8,000 miles.

14 Berkeley St., London, W.1. Regent 2073. [6380

TRIUMPH

WARWICK WRIGHT, Ltd., offer:—

1949 Triumph 2,000 R.E. saloon, gunmetal grey grey leather, 7,000 miles; £1,250.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1 Mayfair 8761. [7031

GUY SALMON AUTOMOBILES offer:—

1948 Triumph Roadster, nominal mileage, excellent condition; £875.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [4580

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

TRIUMPH 16hp Vitesse sports saloon, first registered 1939, black with green hide interior, excellent condition throughout; £395.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631.

DROP head coupe Triumph 1048 14hp, very smart, in black; £850.

WADDOL MOTORS, 150, West End Lane, N.W.6. Hampstead 1177. [6757

1949 Triumph roadster, black, red leather, 6,000 miles; £1,050.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6951

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 saloon, grey, 8,000 miles; below.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 roadster, black, 812 miles only, definitely new condition; below.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 roadster, rust, 11,000 miles.—Gordon House, 373, Euston Road, N.W.1. Euston 6611. [7044

1948 Triumph 1800 Roadster, black with fawn upholstery, genuine 8,000 miles, as new; £895.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [6485

1946 Triumph roadster, one owner, in excellent condition 25,000 miles; £675.—Cunningham 1191. [6986

1949 Triumph saloon, 4,000 miles.—British and Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7079

RIPCO Ltd., offer.—1949 Triumph 2000 roadster, 5,000 miles, as new; £1,050.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4. [7575

1949 Triumph roadster 2000, under 5,000 miles; £960.—Lt. Dymock-Maunsell, H.M.S. Excellent, Portsmouth, Hants. [7432

TRIUMPH Roadster (Dec., 1947), black, showroom condition, 32,000 miles, taxed; what offers?—Tel Waltham Cross 3366, or write Box 4847. [6636

£775.—1947 model Triumph R.E. saloon, black, one owner, 41,000 miles, as new, taxed.—Tel. Ambassador 1061 or Hamstead 4595. [7364

CASS'S MOTOR MART.—1939 Triumph 1½-litre Dolomite sports saloon, radio, exceptional, written guarantee.—5, Warren St., W.1. Euston 3523. [7476

1949 Triumph 2000 roadster, champagne, 5,000 miles, absolutely immaculate; £999.—Warne, 47, Hillside Rd., Northwood, Middx. Tel 1386 [5990

1939 Triumph Dolomite 14hp 4-light saloon; £395.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [6099

1948 roadster 1800, grey, blue hide upholstery, low mileage, exceptional condition; £985.—R. A. Saunders, Ltd., 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [7124

1948 (Sept.) Triumph R/E saloon, black with beige leather, low mileage, excellent condition; £1,170.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2254. [7332

1949 2000 type saloon, grey, grey hide upholstery, low mileage, exceptional condition; £1,255.—By H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [7125

1939 Triumph Dolomite 14hp, black and chrome, guaranteed condition; h.p. terms arranged.—K. Henry, Ltd., 65-65, Great Portland St., W.1. Langham 3635 and 3954. [5435

1949 Triumph 2000 saloon, black, fawn leather, 16,000 miles, one careful owner; £1,125; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [6962

1937 Triumph Gloria open 4-seater tourer, excellent condition one owner, Southern Cross type engine with two carburettors; £275.—Mason, 8, The Downsway, Sutton, Surrey. Vigilant 1249. [5377

1947 Triumph 1800, razor-edge, very carefully used black, fawn leather upholstery, small mileage and indistinguishable from new; £875.—Taylor Motors, 54a, Selsdon Rd., S. Croydon. Cro. 5470. [3325

TRIUMPH 2,000 drop head coupe, registered February, 1949; green red upholstery, mileage only 5,800, one owner; indistinguishable from new.—Eastern Motor Co., Ltd., 52, George St., Edinburgh. Tel. Central 6294. Telegrams: Eastmotco. [7082

1949 Triumph 2000 Roadster, mist green and red leather upholstery, many refinements regular maintenance, condition perfect, low mileage, one owner; £1,000 or nearest offer.—Hawkins, Hennerton Park, Wargrave, Berks. [6786

1947 October Triumph roadster, finished black with fawn leather, 12,000 miles, unusually well preserved and a perfect car mechanically; £835.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [7295

825 gns.—Triumph 1800, June 1948, roadster, gunmetal, blue leather, good tyres, one careful owner, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [7251

£495.—1940 Triumph Dolomite saloon de luxe 14hp 4-seater, speedometer reading 26,000, fantastically genuine condition, whole vehicle looks like brand new, only one private owner reluctantly forced to sell, incomparable motor car impossible to replace; hire purchase, exchanges; 3 months' guarantee.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [7467

£395.—Triumph Dolomite 1½-litre 14hp sportsman's saloon, 1939, very modern streamlined appearance with an abundance of chrome fittings and flashings, twin trumpet horns, twin Lucas passlights, fully chromed Arc discs, and all modern instruments; a really outstanding runner with satisfying but quite economical performance for this type of car; offered with a 3 months' guarantee at a really unrivalled price by

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115; easy and confidential hire purchase facilities; part exchanges. [7345

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Triumph Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Triumph T cars.—320, Euston Rd., N.W.1. Euston 1212. [0974

CASH immediately for good Triumph.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [7274

POST-WAR Triumph required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0949

ROWLAND SMITH'S the Triumph buyers.—Hampstead High St (Hampstead Tube). Ham. 6041. [0992

MARSTON MOTOR Co., Ltd. for your Triumph.—Tel. Sta 5000. Seven Sisters Rd., Tottenham, N.15. [0182

CASH buyers of low-mileage 1800 and 2000 Triumphs; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0804

WANTED, Triumph razor-edged saloon, urgently.—Bowen, Hillside Garage, Edgware. Tel. Edgware 4464-5. [7216

18hp Triumph saloon, must have only run small mileage and be out of covenant; state full details and price.—Thornton, 55, Broadgate, Almondbury, Huddersfield. Tel. Huddersfield 5619. [6723

Triumph Spares and Service

S & T

SERVICE and spares for all models.

MANUFACTURERS' largest stockists in Britain of Standard and Triumph spares and service exchange assemblies.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Road and Abbey Road, St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0397

NEWNHAMS, Ltd.,

TRIUMPH specialists; service and spares for all models, including Dolomite type radiator grills.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prinec's Drive, Colwyn Bay (Tel 3322). [0355

RESTORE power, performance and improve petrol consumption by replacing your worn camshaft; new camshafts available for all ohv models.—S. A. Coles, Ltd. 364-368, High Rd. Leyton. E.10 [0342

UTILITY CARS

ROWLAND SMITH'S for utility cars.

225gns.—Ford V.8, June 1937, 30hp, 4-door 8-seater utility, wood body, removable rear seating, glass all round, drop tail-board, good condition; terms, exchanges.—Rowland Smith, below.

795gns.—Lea-Francis, April 1947, 14hp shooting brake, 4-door 5-seater coachbuilt natural timber body, fawn wings and bonnet, glass all round, drop tailboard, very carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7249

BRAY MOTORS.—£100; 1934 Morris 14 Utility, good runner, sound body and tyres.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [7518

HILLMAN 1947, 15,000 miles, good condition; £655.—Worthing Motor Co., Broadwater Rd., Worthing. [6645

UTILITY body, made for Allard chassis, practically new condition.—A. J. Allen & Son, Ltd., 337, Bromley Rd., Catford, S.E.6. [7596

1947 Fordson utility, wooden body, 17,500 miles.—British and Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7069

1940 Hillman Minx utility, first registered Aug., 1948, beautiful body, excellent chassis; £440.—Bertram Cowan, Hermitage Lane, Streatham. Pollards 2100.

£395.—1946 Jowett utility, excellent and economical.—Swanmore Garage, 1176-80, Christchurch Rd., Boscombe East. Tel. Southbourne 1022. [7141

AUSTIN utility van, 1939, excellent condition under 19,000 miles; £600 or near offer.—Apply Mackworth-Young, Burleigh Court, Stroud Glos. Tel. Brimscombe 3119. [7588

1949 Fordson 10hp Utilecon estate car, passenger's seat and flat van floor, low mileage, exceptional condition.—H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Spe. 0011. [7126

ALLARD 1948 (September) station wagon, timbered coachbuilt 4-door body by Riverlee, excellent condition throughout; £750.—B. & H. Motors, 1468, High Rd., Whetstone, London, N.20. Hillside 6671. [7149

PACKARD utility Straight Eight, magnificent mechanical condition with special ash body, 7-seater, rear seat removeable, radio equipped; good tyres all round; maintained regardless of cost; inspection and trial invited.—Box 4961. [6739

HAROLD RADFORD & Co., Ltd., specialists in redesigning and building wooden metal-panelled shooting brakes or all-metal Farmality dual-purpose van bodies, etc.; selection in stock for immediate delivery; tel. or call for full details.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Ken. 6642. [2604

Utility Cars Wanted

ROWLAND SMITH'S the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993

CASH buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0807

VAUXHALL 10

ROUNDABOUT offer:—

1947 Vauxhall 10 saloon, low mileage; £650.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middlesex. Waxlow 1071-5. [7003

SIMPSON'S MOTORS offer:—

1938 Vauxhall 10 4-door de luxe, beautiful condition; £350.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [7017

1939 Vauxhall 10 saloon, excellent condition; £390.—Smith & Hunter, 376, Kensington High Street, W.14. Western 2312. [6945

VAUXHALL 10

VAUXHALL 10 1938 (July) saloon, black, showroom condition, recent reconditioned engine, excellent chassis, road tested, petrol consumption at 40 mpg.

BRUTON CAR AGENCY, Ltd., 12, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [7466

VAUXHALL 10hp de luxe saloon, black, run only nominal mileage, 35-40 m.p.g., oil consumption nil, one owner; £615.—Robbins, East Putney. Tel. 4581. [6587

VAUXHALL 12

1947 Vauxhall 12 saloon, very clean; £625; 1938 Vauxhall 14 saloon; £350.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5506

1937 Vauxhall 12hp, in very good condition, mechanically very good; £265; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [7577

£395.—Vauxhall 12 1939, 4-door. sln., sliding roof, leather interior, exceptionally good appearance. Many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7; open Mon. to Sat. 9-6 (50 yards Holland Park Tube Station). [6703

1938 Vauxhall 12-6 de luxe saloon, reconditioned engine, taxed, guaranteed; £290; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [7258

VAUXHALL 12hhp saloon, 1947 (March) black with brown cloth interior, mileage 7,000, immaculate condition, 3 months' guarantee; £675.—Chirney's Garage, Harpenden 109. [6663

£485.—Vauxhall 12 de luxe saloon, literally looks and runs like 1948 motor car; this vehicle is immaculate, is believed to be 1940-1 model but first registered 1948, absolutely 100% throughout; hire purchase, exchanges; 3 months' guarantee.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [7472

VAUXHALL 14

WADDINGTON MOTORS, Ltd., offer:—

1948 Vauxhall 14 saloon, condition as new; £775.—Fortune Green Rd., N.W.6. Ham. 2211. [4976

FOR sale, Wexford, Eire.—1934 14hp 6-cyl. Vauxhall saloon car, good mechanical order.—Any offers to Box 5032. [7532

VAUXHALL 14 saloon, 1935-6, reconditioned engine not yet run in, brakes relined, taxed Dec., good tyres; £195.—7, Radcliffe Rd. Croydon 1505. [7164

6616 miles, 1947 Vauxhall 14, black with brown leather, condition as new; £825.—W. G. King, Bishops Lydeard, Taunton, Som. [5748

1938 Vauxhall 14hp saloon, chauffeur maintained, most attractive condition; £450.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [6915

1948 Vauxhall 14 saloon, blue, fitted radio, heater, etc., low mileage, one owner; £825.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [7190

1938 Vauxhall 14hp touring saloon, superb condition, choice of two; £345.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mal. 1627. [6335

1947 (July) Vauxhall 14 J, blue, brown leather, 22,000 miles, one owner, in outstanding condition; £700 or very near offer.—Connor, Ashdown, Crowborough, Sussex. [6780

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

VAUXHALL Velox, 1949, radio, 8,000 miles; £985.

VAUXHALL Velox 1948 saloon, 5,000 miles; £925.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6877

H. A. SAUNDERS, Ltd., offer:—

1949 Vauxhall Velox, blue with brown leather upholstery, 5,203 miles; £895.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner). Hillside 0024. [6909

PHILIP RICKARDS, Ltd. offer:—

1949 Vauxhall Wyvern saloon, black, 4,000, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [6855

ACE SERVICE STATION (LONDON), Ltd.

8000 miles.—1949 Wyvern saloon, fitted radio and heater; £875.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [5035

1949 Vauxhall Velox, grey, mileage, 8,000; £865.

1949 Vauxhall Vyvern (26/11/48), black, 5,000 miles; £825; trade enquiries welcomed.

H. C. PAUL, 32, Bruton Place, Berkeley Sq., W.1. May. 0821/2. [6120

WYVERN (November, 1948), black, immaculate throughout; £825.—Campbell Symonds, Wembley 6262. [5812

WYVERN 12hp saloon, March, 1949, 5,000 miles only, as new; £875.—Worthing Motor Co., Broadwater Rd., Worthing. [6646

1949 series Vauxhall Velox saloon, one owner, spare unused.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [6887

1949 Vauxhall Wyvern saloon, 3,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7072

13000 miles, 1949 (April) Vauxhall Velox saloon, grey.—Ernest Sutton Cleeve Hill, 95 (Cheltenham). (Trade enquiries only please.) [7162

VAUXHALL Velox, 1949, black, radio, heater, 10,000 miles, one owner, licensed end 1950, immaculate condition; £950.—Prescott, Greenedge, Prestbury, Cheshire. Tel. 8537. [6412

VAUXHALL Velox, 1948 (November), mileage 9,000, blue, lovely condition throughout, one owner.—Eastern Motor Co., Ltd., 52, George St., Edinburgh. Tel. Central 6294. Telegrams: Eastmotco. [7085

NAYLOR & ROOT, Ltd.—1949 Vauxhall Wyvern saloon, black, 6,000 miles, equal to new throughout, £895; three months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272; open 9-6 each week-day including Saturday. [6972

VAUXHALL 25

LIMOUSINE, 1938, Double Enclosed, Long-25hp, leather upholstery, exceptional throughout; £890.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [7447

VAUXHALL 1937-38 25hp, will exchange for post-war British shooting brake or post-war 14hp drop head coupe, cash adjustment if necessary.—38a, Darwin Rd., Ealing, W.5. Ealing 4960. [7490

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SELECTION of such modern Vauxhalls at

114, Wardour St., W.1. Gerrard 4363. [0017

GORDON CARS (LONDON), Ltd.—1948 Vauxhall 14 saloon, blue, excellent condition; below.

GORDON CARS (LONDON), Ltd.—1948 Vauxhall Velox saloon, 7,000 miles.—Gordon House, 373, Euston Road, N.W.1. Euston 6611. [7045

£285.—Vauxhall 25 1937 de luxe sun saloon, black with blue leather, really exceptional condition, below.

£225.—Vauxhall 20 1936 sun saloon, blue with blue leather, most carefully maintained, excellent condition.—K. J. Motors, Bromley Kent. Ravensbourne 3456, 7, 8 & 9. [5460

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1949 Velox, 11,000 miles, perfect condition.

1946 Vauxhall 14, black /brown leather, excellent mechanical condition, body perfect.

1939 Vauxhall 10hp, black, mechanically overhauled, body resprayed.

1939 Vauxhall 25hp saloon, very smart appearance, mechanically sound throughout.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [6833

VAUXHALL and other makes of used cars in good condition; let us know your requirements.—Tel. Uxbridge 737, Gregory's of Uxbridge. [0039

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283

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THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

SHAW & KILBURN, Ltd., Vauxhall main dealers,

WILL purchase modern Vauxhall cars.

114, Wardour St., W.1. Gerrard 4363. [0018

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ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

POST-WAR or well-kept earlier model urgently required.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [7460

I REQUIRE post-war Vauxhall urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288. [6820

CASH immediately for good Vauxhall.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [7264

SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Vauxhall. Wembley 3903. [8008

CORBITT & TAYLOR urgently require all types Vauxhall.—22, Conduit Mews, W.1. Amb. 6049. [6923

CASH buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0805

7-SEATERS private Limousines required, cash waiting.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [5276

VAUXHALL 1939 to 1947 14hp J type saloon, also a 1939-40 10hp.—Write K., 35, Kingston Hill, Surrey. Tel. Kin. 3116; after six, 8249. [5911

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Frobisher 0065, 0929. [0479

CAMDEN MOTORS require to purchase Vauxhall 14s, 1938-40, J type models, also Vauxhall 10s 1938-40, in good clean condition; write, call or tel., stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. [4604

HAMILTON MOTORS (LDN.), Ltd., Vauxhall main dealers, urgently require Vauxhalls of all types.—466-490, Edgware Rd., London, W.2. Call, write or 'phone Paddington 0022. [0699

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WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEARBOXES, differential units, front suspension units, engines, large stocks of Vauxhall spares.

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EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-Pass, Egham 131. [0196

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COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2561.—Sole distributors for Great Britain. Sales, service and spares. [0373

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1938 Willys saloon, 16hp, finished in green, full 6-seater, interior immaculate, bodywork perfect, 25 mpg, ideal car for business and pleasure; £335.—M. B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [4978

WOLSELEY

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane North Finchley, N.12. Tel. Hillside 4444.

1947 Wolseley 18hp saloon, colour black, brown leather upholstery, excellent motor car; £775.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [5044

EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

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LOW mileage Wolseleys are scarce, should your model not be in stock put your names on our used cars register for early notification.

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WOLSELEY 1948-9 six-eighty saloon, 6,000 miles; £1,295.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6879

CAR MART, Ltd.

WOLSELEY 1949 four-fifty saloon, 6,000 miles; £1,195.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6878

SIMPSON'S MOTORS offer:—

1938 Wolseley 18, coachwork and interior very good, sound mechanically; £360.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [6117

TOM GARNER, Ltd., offer:—

1949 Wolseley Four-Fifty saloon, black with fawn leather, 4,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6841

GUY SALMON AUTOMOBILES offer:—

1948 Wolseley 18 saloon, 14,000 miles, immaculate; £1,050.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [6565

ALLAN TAYLOR MOTORS, Ltd., offer:—

WOLSELEY 25hp saloon, 1938; £250.

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1938 Wolseley 25hp limousine, leather, negligible mileage.

GUY ALFREDS & Co., Ltd., 6-7 Warren St., W.1. Euston 3268. [4162

GORDON CARS (LONDON), Ltd.—1947 Wolseley 12 saloon, green, excellent order; below.

GORDON CARS (LONDON), Ltd.—1946 Wolseley 18 saloon, green, particularly attractive.—Gordon House, 373, Euston Road, N.W.1. Euston 6611. [7046

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083

BRAY MOTORS.—£350; 1938 Wolseley 18 saloon de ville, black-brown hide, makers' reconditioned engine; bargain.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. [7523

£495.—1939 14hp Wolseley saloon.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [7052

1938 Wolseley 14 saloon, very well maintained; £440.—Smith & Hunter, 376, Kensington High Street, W.14. Western 2312. [6947

OFFORD.—1948 Wolseley 12-48, low mileage, supplied and maintained by our workshops; £865.—154, Gloucester Rd., S.W.7. Fremantle 0051. [7094

1938 Wolseley 14 de luxe, leather upholstery, body, engine, etc., perfect throughout, taxed year; £410.—2, Inglis Rd., Ealing. Acorn 4903. [7186

395 gns.—Wolseley 14/60, Sept. 1939, de luxe 4-door saloon, black, sliding head, brown leather, one owner; terms, exchanges.—Rowland Smith, below:—

345 gns.—Wolseley Super 6, 1938, 25hp, de luxe 4-door saloon, green, sliding head, green leather, excellent condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [7248

RIPCO, Ltd., offer: 1949 Wolseley 6/80 saloon, one owner, 3,000 miles, leather upholstery; £1,285.—Ripco, Ltd., 16 Albemarle St., W.1. Regent 2952-4. [6010

WOLSELEY

1946 Wolseley 12, black, brown upholstery, engine recently rebored, excellent condition; £825.—William Kerkham, Terrington St. Clement, Norfolk. Tel. 271. [6660

A WOLSELEY Wasp 1935-36 saloon car, in good running order, good tyres, reconditioned battery; inspected Shropshire; price £175, or reasonable offer.—Box 4848. [6640

£300.—Wolseley 1937 14hp foursome drop head coupe, new hood, exceptional condition throughout.—Tom Allery Automobiles, 68, Hill Rd., Wimbledon 3848. [7364

1937 Wolseley 25 limousine, registered August 1937, cellulosed black, first-class order in every respect; £465; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton. Tel. 1422. [7357

1946 Wolseley 14hp saloon, black, and brown leather, excellent condition throughout; £725.—Beardmore Service, Ltd., 26 Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [3484

£185.—Sports special 2-4-seater, 12hp, rebuilt 1947 at cost £249 (bills available), 2 owners only, new hood, etc., nice smart car; appointments.—Speedway Motors, Ltd., Worthing. Tel. 1379. [7336

£200 or near, Wolseley 20hp varnished brake on 1934-5 county de luxe 6-cyl. chassis, maintained in first-class condition throughout, carries full comprehensive ins., taxed.—Tel. Bracknell 34 (near Ascot). [6633

1949 4/50 Wolseley 4-door saloon, guaranteed mileage 4,000, positively unmarked inside and out, taxed half rate and unused this year.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5155

1937 Wolseley 25hp 4-door saloon, one owner, total mileage under 40,000, chauffeur-kept, and in outstanding condition in every way; £395.—Vandervells (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [2671

H. F. EDWARDS offer 1946 (August) Wolseley 14 de luxe saloon, brown and chromium, brown upholstery, appearance absolutely immaculate, delightful performance thoroughly recommended and offered with written guarantee; exchanges, terms.—H. F. Edwards, 28, Upper High St., Epsom. [7266

LIMOUSINE, 1939/40, Double Enclosed, 21hp, 7-seater, leather, black, delightful condition; £585.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [7448

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POST-WAR Wolseley required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0850

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JACK ROSE, Ltd., require low-mileage Wolseley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [4928

WEYBRIDGE AUTOMOBILES, Ltd., the Wolseley distributors, urgently require late-type Wolseley.—Tel. Weybridge 253. [0540

CASH buyers of low-mileage Wolseley 8s, 12/48, 14/60, 4/50; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0606

BLAKES, Wolseley, distributors, will purchase any non-Covenant Wolseley car.—110, Bond St., Liverpool, 1. Tel. Royal 6622. [7757

1939 Wolseley 25hp series 3 seven-seater limousine.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [1764

1938 Saloon 21hp Wanted, sound mechanically, reasonable cost. Letters:—Robertson, 26, Sunny Hill, Hendon, N.W.4. [5278

7-SEATER Limousine 1935/20hp-also 25hp Series 3. Details please.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [5277

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THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Euston 1212. [0721

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WOLSELEY sales and service.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707

FOR Wolseley mudguards, running boards, 1935-46.—Brooks, 85, Queens Rd., Brighton. [0586

BARKERS MOTORS (LONDON), Ltd. Tel. Balham 0666 for Wolseley spares, sales and service.—205, Balham High Rd., S.W.17. [0523

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101. Spares, reconditioned unit service and repairs for all Wolseley models. [9571

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service. Complete overhauls, coachwork and reconditioned engines. [0277

BROCKHURST GARAGE.—Harrow agents for Wolseley; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0204

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8 and 10hp cars, 1938 onwards, wanted.—Full details to Jennens Bros. Motors, Ltd., Sutton Coldfield.

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BENTLEY caravans, best in the West large selection from £150 to £1,500.—Bentley Caravans, Priory Bridge Rd., Taunton. [0335

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£189/10.—Shells complete with proprietary chassis, the finest value in the country, choice of Pullman or streamlined shape; worth your inspection.

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1934 Austin 10 van, in very good condition, just repainted; £150.—Cunningham 1191. [6987

A40 pick-up, May 1949, blue, unwritten body, 2,000 miles, one owner, absolutely as new; £595.

FORD 5-cwt van, October 1948, blue, unwritten body, 7,000 miles, one owner, in superb condition; £430.—Riggs & Hine Motors, 1, Central Parade, Surbiton, Elmbridge 9356. [7288

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1946 Ford 5cwt van; £395.—Lawton-Goodman, 135, Cricklewood Broadway N.W.2. Gladstone 2226 [5286

MERCURY factory truck, in excellent condition; £145.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [7548

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GORDON CARS (LONDON), Ltd.—1949 Austin A40 van, green, 6,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [7033

CASS'S MOTOR MART.—1937 Morris 10cwt van, overhauled, repainted blue, written guarantee.—5, Warren St., W.1. Euston 4110. [7477

HILLMAN 10cwt van, first registered 1949 (ex-W.D chassis); £225.—Jacquier, Ltd., 225-7, Hammersmith Rd W.6. Riverside 6677-8 [1650

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RECEPTIONIST required for garage in S.E.9 district, must have mechanical knowledge.—Apply in own handwriting, stating age, experience and wages required to Box 4984. [6810

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WANTED, motor mechanics by Austin specialists; good working condition, canteen, etc.—First-class men only apply to Wimbledon Motor Works, Ltd., 29, High St., Wimbledon, S.W.19. [6908

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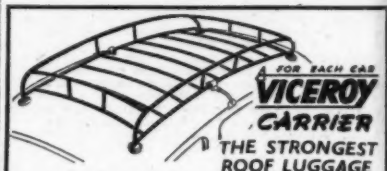

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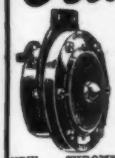

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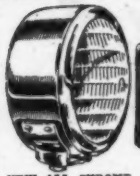

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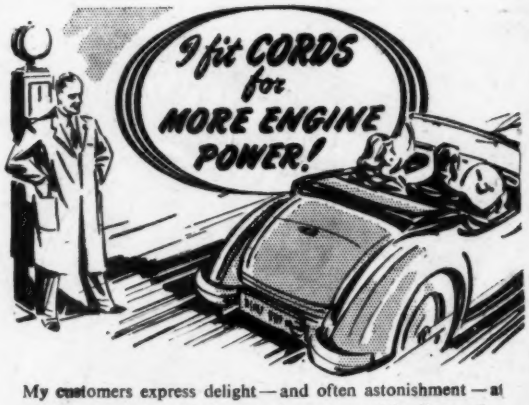

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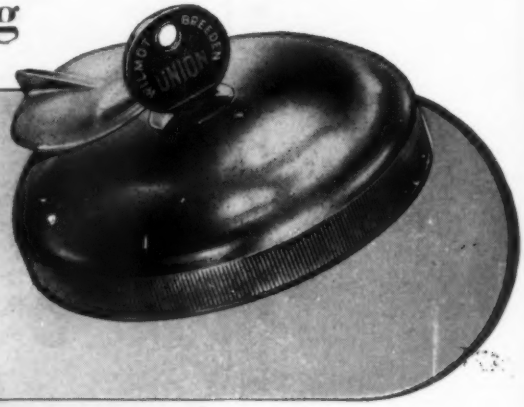

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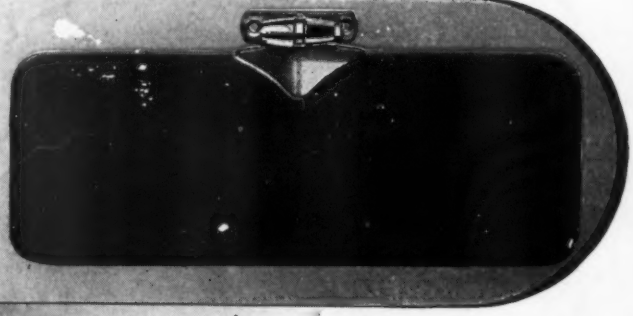

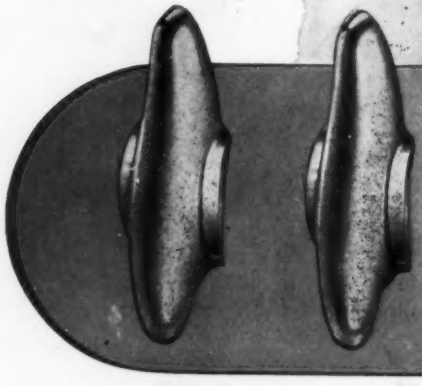

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